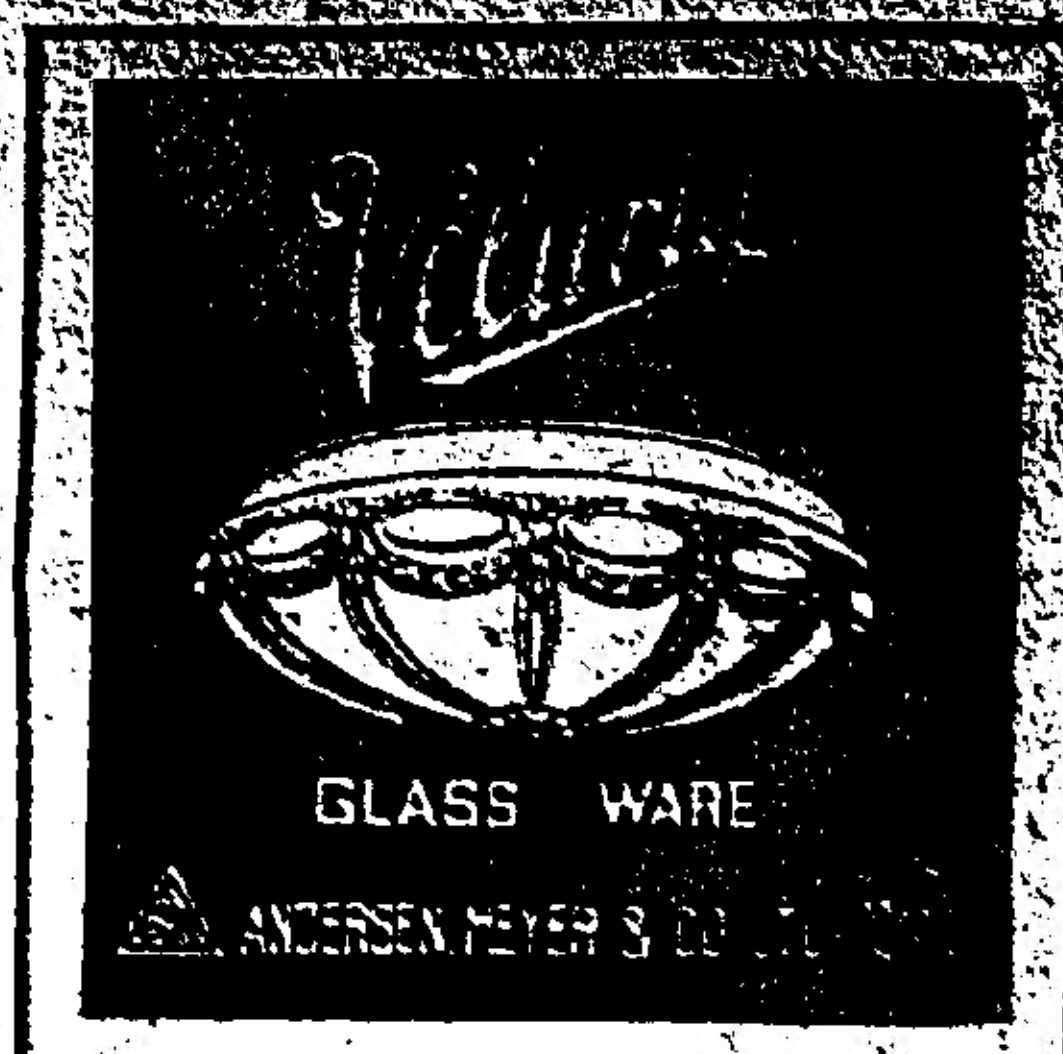


# The Hongkong Telegraph.

(ESTABLISHED 1881.)



69231 壹拜禮 號三十月九英港香 MONDAY, SEPTEMBER 13, 1920.

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## REUTER'S TELEGRAMS.

### HOME LABOUR TROUBLES.

#### FEARS OF LONDON STRIKE.

London, September 10.  
A meeting of the representatives of seven Unions of London electrical workers last evening passed a resolution in favour of a sympathetic strike in connection with the electricians' lock-out, if the employers persist in their refusal to withdraw the lock-out notices. An extension of the strike to London would involve a great curtailment of the Metropolitan public services, lighting, trams, tramways, etc., but it remains to be seen whether the Executives of the Unions concerned will adopt the recommendation, as it is believed that some at present disavow drastic action.

#### COAL STRIKE MAY LEAD TO RATIONING.

London, September 11.  
The Food Controller announces that in the event of a coal strike the weekly sugar ration will be immediately reduced from twelve to six ounces per head and steps taken to restrict the consumption of other essential foodstuffs, for example, meat, bacon, flour and milk. If necessary, the whole country will be rationed.

#### SIR ROBERT HORNE CRITICISES MINERS.

London, September 11.  
Sir Robert Horne, interviewed, declared that a strike was inevitable if the miners refused to abate their demands, which were unjust. The Government was menaced by an industrial strike for political reasons. He emphasised that a quarter of a million miners refused to support the claim, and the miners agreed that a revision of the wages system might bring them greatly increased earnings, while increasing output and cheapening coal to the consumer. He concluded by saying that the Miners' Federation had taken up the attitude that they would not discuss this position until they first succeeded, by menacing the public, in extracting a flat-rate advance which they were afraid to justify before an impartial tribunal. Criticism could not go further. The miners' repeated asseverations of unselfishness and regard for the interest of the community might now be estimated at their true value.

#### THE RUSSO-POLISH SITUATION.

##### MORE POLISH VICTORIES.

Warsaw, September 9.  
A communique states that Budienny's force, after a new and unsuccessful attack, is now retreating amidst heavy fighting east of the river Bug. The Poles have occupied Krubieszow. In the region of the Narwa a Bolshevik detachment was defeated, 300 being taken prisoners. In the north the Poles occupy a line from Augustow to Suwalki and have received orders to avoid conflicts with the Lithuanians.

##### NO PEACE CONFERENCE?

London, September 9.  
From Moscow M. Tchitcherine has announced that the Bolsheviks, at the eleventh hour, have decided not to send peace delegates to Riga to meet the Poles.  
The hitch appears to be due to the Letts not having guaranteed immunity from all interference for the Russian auxiliary personnel but only for the delegates and experts.

#### CRICKETERS TO VISIT AUSTRALIA.

##### VICTORY OVER ALL-ENGLAND XI.

London, September 11.  
The M.C.C. team which is to visit Australia beat Thornton's strong All-England XI at Scarborough by an innings and five runs. Woolley scored 105.

#### THE FORMER "WATERLAND."

##### IN A BAD CONDITION.

London, September 10.  
The Times New York correspondent says the liner Leviathan, formerly the Waterland, of 34,000 tons, may never again be seen on the high seas. She is lying at Hoboken Dock, New Jersey, partially sunk in mud, in such a state of disrepair that over £2,000,000 would be necessary to restore her for sea service.  
The Shipping Board has also had returned to it the Von Stenden, the ex-German liner Kron Prinz Wilhelm, which was recently auctioned for £300,000. This is taken to indicate that the latter is in as bad a condition as the Leviathan.

#### FILM ACTRESS DIES.

##### THROUGH SWALLOWING LOTION.

Paris, September 11.  
The film actress Olive Thomas, wife of Jack Pickford (brother of Mary Pickford) has died in hospital as a result of swallowing lotion containing bichloride of mercury which was intended for external application only. Her screams brought her husband, who administered an antidote, after which she lingered for five days.

#### REPARATIONS CONFERENCE ADJOURNED.

London, September 11.  
Reuter learns that it is expected that the Reparations Conference at Geneva, which was provisionally fixed for September 24, will be adjourned till October owing to the International Financial Conference at Geneva, September 24, and October 1, 1920.

## REUTER'S TELEGRAMS.

### THE UPHEAVAL IN ITALY.

#### IS A REVOLUTION IMMINENT?

London, September 11.  
Latest reports show that Italy may be on the verge of a revolution. Negotiations are proceeding between the metal workers and masters, concerning which reports are at present conflicting. Meanwhile the movement is spreading. The workers have commandeered rubber factories at Turin and Milan, including the Pirelli Chemical Works, where 10,000 employed Socialist deputies are supporting the workers, but the Socialist Party has not yet made a final decision.  
It is stated that well-informed circles in Milan anticipate a country-wide seizure of all factories. In such an eventuality, it is believed that the Government, which has hitherto been neutral, would be compelled to act, spelling inevitable bloodshed and civil war.

#### TURKISH CROWN PRINCE.

##### TRIES TO JOIN NATIONALISTS.

Constantinople, September 11.  
The Turkish Crown Prince has unsuccessfully attempted to flee to Anatolia, to join the Nationalists. He has arrived and has been placed under rigorous control. His motor cars and boats have been seized.

#### FORMER AUSTRIAN SHIPS.

##### ITALY'S PROBABLE CLAIM.

Paris, September 11.  
The *Echo de Paris* states that Italy, in the course of the coming conference between M. Millerand and Signor Giolitti, is likely to ask for 32 Austrian merchant ships now in French hands, and also an increase in the shipments of phosphate and iron ore from France.—*Havas*.

#### FRANCE AND BELGIUM.

##### REMOVAL OF DIFFERENCE DENIED.

Paris, September 11.  
*Le Temps* positively denies the rumour of a difference having broken out between France and Belgium over the question of supplying ammunition to Poland.—*Havas*.

#### FRENCH PREMIER IN ALSACE.

Paris, September 11.  
M. Millerand to-day visited the Alsatian cities of Selestat and Colmar, where he reasserted the Government's readiness to maintain local liberties within the sphere of French unity.—*Havas*.

#### FRANCE AND SWITZERLAND.

Paris, September 11.  
According to the *Echo de Paris*, the President of Switzerland has expressed a wish to meet M. Millerand on the occasion of the latter's coming visit to Geneva.—*Havas*.

#### FRENCH TAX PROCEEDS.

Paris, September 11.  
The combined proceeds of the taxes for the month of August total over 800,000,000 francs, being a large increase compared with August, 1919, and the official estimates.—*Havas*.

## LATEST SPECIAL TELEGRAMS.

(From Our Own Correspondents.)

#### INTERPORT SPORT.

##### KUALA LUMPUR WINS.

Singapore, September 12.  
In the Malayan sports, Kuala Lumpur was first and Singapore second. Singaporeans won the high jump, the long jump and the mile and a quarter.

#### FIRE AT KUALA LUMPUR.

##### ROBINSON PIANO CO'S SHOP.

Singapore, September 12.  
The Robinson Piano Company's shop at Kuala Lumpur has been burned out. Heavy damage was sustained.

## TO-DAY'S CHINESE TELEGRAMS.

Shanghai, September 12.  
It has been decided that after Tong Chi-yao has agreed to union the peace agreement will be signed by Li Shun and the representative of the Military Government, and if Tong refuses to take this course, then the two Kwangs will cancel their independence first, and co-operate with the North to attack Yunnan.  
A meeting between Tao Kwan, Chang Jik-ho, Liang Shi-yee and the Minister of Finance was held in Peking to discuss financial conditions. It was decided to borrow 20 million dollars from Japan, with the Peking and Shenyang Railway as security.  
A Japanese military official of high rank, who was interviewed with the Minister of War, has declared that the Japanese troops in Siberia cannot be withdrawn at present, as it is not an opportune time to discuss the cancelling of the Military Pact.  
Wu Wei-teh, former Minister of Peking, has been appointed Chinese Minister to London.

## PILLS OR POLITICS?

### A STREET ORATOR'S ARREST.

In view of the disturbances in the neighbouring Chinese provinces orders have been issued to the Police and watchmen of the Colony by the Department and the Secretariat for Chinese Affairs, for a special look-out to be kept in order to prevent the distribution of pamphlets in connection with the fighting that is going on. During the week-end an arrest was made of a Chinese, who, apparently under the pretence of selling medicine pills, was said to be engaged in an active campaign of propaganda. From an improvised platform in Wanchai he was haranguing a crowd of Chinese, but as soon as he perceived the approach of the policeman he concealed his papers under a newspaper, and hastily got down from his elevated position.

When charged at the Court this morning, before Mr. G. N. Orme, the prisoner denied the accusation that he was distributing the pamphlets and stated that he was engaged in expounding the properties of his medicine pills when he was arrested by Sgt. Dickson.

A letter which was found on the person of the accused was produced in Court. It read:—

"Mr. Chung man—My friend Mr. Tee Ng-chow takes much interest in the affairs of the country. He proposes to distribute notices on behalf of the Kwong Tung Flying Corps. You can let him do it. With regards.—(Sgd.) King."

The notices or pamphlets in question were translated to read:—

"Message from the Air—Notice by the Flying Machine Corps:—Our dear Cantonese, are you going to kill other Cantonese on behalf of Mok Wing-san?"

"Our dear fellow countrymen of Kwong-tung, are you going to do harm to use Cantonese on behalf of Mok Wing-san?"

"Our dear fellow countrymen of other provinces, are you going to kill us Cantonese on behalf of Mok Wing-san?"

"Our dear Navy, you have forgotten the enemies of China. Are you going to kill us Cantonese on behalf of Mok Wing-san?"

"Be quick! Be quick!! Listen to our words!!!"

"Those who turn their spears and kill rebels will get the great rewards."

"Those who come over to our side with their weapons will obtain extra pay."

"The Navy will be fighting for what is right if they help us. If they don't follow our honest advice they will immediately meet with misfortune. They will never be able to escape when the bombs drop down."

These notices were designed in an attractive fashion, bearing a representation of the striped National flag, whilst plentifully scattered around the margins were what purported to be the imagination and martial ardour of the readers—figures of aeroplanes and airships, most wonderful and fearsome to behold. The fact that they bore but the faintest resemblance to the originals was, perhaps, a matter of slight import.

Mr. Orme, in discharging the accused with a caution, observed that it was fortunate for him that Sergeant Dickson who effected the arrest did not understand Chinese and thus know the subject of his oration to the crowd. There was no evidence before the Court on this point, and the accused would be discharged.

## YOKOHAMA SPECIE BANK.

### 12 PER CENT. DIVIDEND.

The local branch of the above Bank is in receipt of a cablegram from its Head Office to the effect that at the half-yearly meeting of shareholders, held at the Head Office of the Bank at Yokohama on the 10th instant, it was resolved to pay a dividend of 12 per cent. for the half-year ended on the 30th June, 1920.

## TRAGIC DEATH OF MR. R.O. HUTCHISON.

### FALLS OVER LAUNCH.

#### WHILST ON SHOOTING TRIP.

A very sad tragedy, in which one of the Colony's best-known officials lost his life, took place in the early hours of yesterday morning at Deep Bay—the big bay just beyond Castle Peak.

Late on Saturday night, the Hon. Mr. D.W. Trautman, Colonial Treasurer, and Mr. R. O. Hutchison, M.B.E., First Police Magistrate, started off in the launch Yau Lee with the object of going to Deep Bay for snipe shooting early on Sunday morning.

It was a very dark, squally night and the launch had some difficulty in making headway, especially when going through Capatmoon Pass. Mr. Trautman turned in for the night down in the cabin, but Mr. Hutchison made himself comfortable on the top of the cabin.

At about four o'clock in the morning, just as the launch was rounding the south corner into the bay, Mr. Hutchison was awakened by a very heavy squall of rain. He was seen by members of the launch crew to jump from the top of the cabin down on to the narrow strip of deck which runs past the cabin to the rear of the launch. Mr. Hutchison must have lost his footing on landing, for he was seen to overbalance and fall overboard.

The coxswain was at once notified, his buoys were thrown overboard and Mr. Trautman was roused. It was almost pitch dark, and, although the launch was immediately turned round and a thorough cruise and search made of the water, no trace of Mr. Hutchison could be found. When the people on the launch had done everything possible, a return was made and the matter was reported to the Water Police, who have a search party still at work. The body has not yet been recovered.

The news of this sad fatality came as a great shock and surprise to the deceased's many friends this morning. Mr. Hutchison enjoyed the very best of health and discharged the duties of Police Magistrate in the Court as usual on Saturday morning.

The late Mr. Robert Oliphant Hutchison, B.A., M.B.E., was 39 years of age, having been born on November 1st, 1880. He was educated at Rugby and at Hertford College, Oxon. A Cadet, he arrived in the Colony on December 31st, 1904, and in the early part of the following year he proceeded to Canton to study Cantonese, passing his final examination in January, 1907. During his career he served the Government in many capacities. His first appointment was that of Acting Assistant Registrar General and Deputy Registrar of Marriages, and soon afterwards he was appointed Officer for the examination of Assisted Emigrants. In 1908 he was made Acting Head of the Sanitary Department and in the following year became the First Assistant Registrar General. He was again Acting Head of the Sanitary Department in April, 1910, in which year he was also appointed Acting Assistant District Officer. He then went on leave, and in July, 1911, he became Superintendent of Imports and Exports, subsequently acting, in addition to his other duties, as Assistant Superintendent of Police, Head of the Sanitary Department, Assistant Harbour Master, and A.D.C. to His Excellency Sir Henry May. In April, 1918, he went home on leave, and during his absence from the Colony he was seconded to the Colonial Office. He returned to Hongkong in May last year, when he was appointed Acting First Police Magistrate, which position he has held ever since, whilst last summer he was for a time in charge of the Rice Control scheme.

The deceased gentleman was a most popular figure in the Colony, and his death has been a great loss to the Government and the community.

When Mr. Orme had taken his seat, Mr. Leo d'Almeida e Camargo rose and said:—Before your Worship commences the usual business of the day, it is my painful duty, as the Senior Solicitor here to-day, to tender to the Court of behalf of the profession, our profound sympathy at the loss which the Court and the Government have sustained by the death of Mr. Hutchison. This terrible and sudden loss can never be regained. The late Mr. Hutchison endeared himself by his charming manners, and bright disposition, to every one who had the honour of approaching him. May I be permitted to ask you to accept from me, on behalf of the profession, this token of our sympathy at the loss which the Court and the Government have sustained by the death of Mr. Hutchison.

## WET WEEK-END.

### HEAVY RAINFALL RECORDED.

It has been a wet, miserable week-end, with result that outdoor sport has been impossible. According to Observatory returns, there has been a fall of 7.78 inches of rain during the 48 hours ended 10 a.m. to-day, the first 24 hours registering 3.29 and the last 4.49.  
The total rainfall for the year is now 90.30 inches, compared with an average of 70.33.  
Yesterday's rain had one consoling feature, and that was that there was a marked fall in the temperature, the lowest reading for the day being 74.

## TO-DAY'S EXCHANGE.

The closing rate of the dollar, on demand, to-day was 4s.3/4d.

## THE WEATHER.

2 p.m. Barometer:—29.85. Temperature:—77. Humidity:—93.

## DON'T FORGET.

### TO-DAY.

Coronet Theatre—5.15 and 9.15 p.m.  
Hongkong Theatre—5.15, 7.15 and 9.15 p.m.

### TO-MORROW.

Coronet Theatre—5.15 and 9.15 p.m.  
Hongkong Theatre—5.15, 7.15 and 9.15 p.m.

### MONDAY, SEPTEMBER 20.

Wiseman, Ltd.—Annual shareholders meeting—12.30 p.m.

### TUESDAY, SEPTEMBER 21.

Dairy Farm, Ice and Cold Storage Co.—Shareholders' meeting—12.30 p.m.

### SATURDAY, SEPTEMBER 25.

Douglas S.S. Co.—Shareholders' meeting—noon.

in 1918. He was also a Lieutenant in the Hongkong Defence Corps and was a very keen sportsman, his special games being cricket, tennis and golf. In the social and sporting life of the Colony he was immensely popular and by his untimely demise numerous residents have lost a most genial and lovable friend—one whom to know was to like and admire. It was only in September last year that he was married at St. John's Cathedral, his bride being Miss Rose Blenheim Jupp, a daughter of the late Mr. Joseph Jupp and Mrs. Jupp, of Brighton, Farnham, Surrey. For his widow in this hour of deep sorrow the sincere sympathy of the whole community will be felt.

## POLICE COURT REFERENCE.

Reference to the sad event was made at the Police Court this morning when Mr. G. N. Orme took the seat on the Bench in the First Court in place of the late Mr. Hutchison, in the presence of several solicitors and Police Inspectors.

When Mr. Orme had taken his seat, Mr. Leo d'Almeida e Camargo rose and said:—Before your Worship commences the usual business of the day, it is my painful duty, as the Senior Solicitor here to-day, to tender to the Court of behalf of the profession, our profound sympathy at the loss which the Court and the Government have sustained by the death of Mr. Hutchison. This terrible and sudden loss can never be regained. The late Mr. Hutchison endeared himself by his charming manners, and bright disposition, to every one who had the honour of approaching him. May I be permitted to ask you to accept from me, on behalf of the profession, this token of our sympathy at the loss which the Court and the Government have sustained by the death of Mr. Hutchison.



## NOTICES.

## LIFTS

and

## ELEVATORS

FOR ALL PURPOSES.

FOR QUOTATIONS APPLY TO THE

SOLE AGENTS—

DODWELL &amp; CO., LTD.

MACHINERY DEPARTMENT.

## THE STANDARD LIFE ASSURANCE CO.

New Scheme for Children's Early Endowment—

Principal features: Small Premium, Liberal Surrender Value, No Medical Examination, Return of Premium in the Event of Death, and Numerous Options at the Age of 25.

WRITE FOR PAMPHLET AND FULL PARTICULARS TO  
DODWELL & CO., LTD. Agents.

## FRENCH LESSONS.

G. MOUSSON,

15, Morrison Hill Road.

## E. HING &amp; CO.

SHIPBUILDING MATERIALS, SHIPCHANDLERS AND  
HARDWARE MERCHANTS.25, WING WOO ST.  
CENTRAL.

PHONE NO. 1116.

NORTH BRITISH  
AND  
MERCANTILE  
INSURANCE CO.,in which are vested the shares of  
THE OCEAN MARINE INSURANCE  
CO., LTD.AND  
THE RAILWAY PASSENGERS  
ASSURANCE CO.The Undersigned AGENTS for  
the above Company are prepared  
to ACCEPT RISKS against  
FIRE at Current Rates.  
SHEWAN, TOMES & CO.  
Agents.

## JUST ARRIVED

## "KODAKS"

FILMS &amp; SUNDRIES.

DEALER,

MEE CHEUNG,

PHOTOGRAPHER.

Ice House Street.

HONGKONG JAPANESE  
MASSAGE ASSOCIATION.MR. U. SUGA Mrs. A. SUGA  
2, Beaconsfield Arcade.  
(Opposite City Hall).

## METALS

of all kinds, especially for ship-  
building and engineering works.  
Complete stock. Best terms.  
Immediate delivery.

## SINGON &amp; CO.,

(Established A. D. 1880.)  
HING LUNG ST. Phone 515GREEN ISLAND CEMENT  
COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net.

In Bags of 150 lbs. net.

## SHEWAN, TOMES &amp; CO.

General Managers.

Hongkong, 18th August, 1916.

## THERAPION

THERAPION

THERAPION

RUSSIA'S HIDDEN CROWN  
JEWELS.TREASURE NOT SMUGGLED  
TO ENGLAND.On the highest authority, the  
*Daily Chronicle* is informed that  
the story which was published in  
a section of the Press that the  
Russian Crown jewels have been  
smuggled into England for sale in  
untrue.The story was that the jewels  
had been brought by Bolshevik  
agents. What actually has hap-  
pened is that certain gems known  
to have been in the possession of  
the Bolsheviks, and which at one  
time formed part of the Russian  
Crown possessions, are believed  
to have been removed from their  
hiding-place.Inquiries were made whether  
they were being brought to Eng-  
land, but the information did not  
prove correct, and there is no  
foundation for the story that the  
Russian Crown or parts of the  
Regalia are in England.As a matter of fact, there is no  
law to prevent the sale of the  
Russian Crown jewels in this  
country if they were offered by  
the de facto Government in posses-  
sion. But it is also obvious that  
no Government would carry out  
such a transaction openly.PRESENT HIDING-PLACE KNOWN.  
The present hiding place of the  
Crown jewels that remain in the  
hands of the existing Russian  
regime is known to certain  
authorities in this country, and  
it is also known that they are  
still in a secret receptacle with  
much other specie of an extreme-  
ly valuable character the worth  
of which has been competently  
estimated.A certain proportion of the  
regalia which was left in the  
hands of the revolutionaries was  
disposed of by the temporary  
Government under the leadership  
of M. Kerensky. This was only a  
small amount, comparatively  
speaking, and the Bolsheviks  
have a very considerable sum of  
gold specie and jewels in their  
vaults should they desire to spend  
it upon propaganda.When the Bolsheviks came  
into power the Crown jewels,  
which are of great historic worth  
and beauty, were kept at the  
Hermiteage in Petrograd. They  
included the Crown and some  
famous diamonds and rubies.The Orloff diamond weighs  
nearly 200 carats and has a no-  
table history. It came into the  
hands of Queen Catherine of  
Russia in 1776, being purchased  
for her by Prince Orloff.It is also reported that the re-  
galia contained a ruby the size of  
a pigeon's egg.BAN ON LOOTED PROPERTY.  
Some months ago the *Daily  
Chronicle* reported that an agree-  
ment had been arrived at between  
dealers in objects of art and pre-  
cious stones, to guard against  
against valuable works of art and  
objects of rarity being smuggled  
into this country from the Con-  
tinent by thieves.Looted treasure was known to  
have got into the hands of un-  
desirable persons, and the Council  
of the Association of British  
Dealers decided to take joint  
action against this illicit traffic.More than 200 dealers of British  
nationality were warned by their  
association, and it was decided at  
a meeting to take prompt action  
in any suspicious circumstance.

## GENERAL NEWS.

CHECKING A GERMAN INVASION.  
Many applications from former  
enemy aliens, especially Ger-  
mans, to visit the United King-  
dom had been received, according  
to the Home Secretary, but had  
been at once refused, as the  
applicants could not show speci-  
al grounds for admission. The  
number of former enemy aliens  
admitted for short visits between  
January 1 and June 30 was 4,529.MADAME CALVE SO RETIRE.  
Madame Calve, Queen  
Victoria's favourite singer, has  
definitely decided to retire from  
professional singing at the end of  
her forthcoming provincial tour  
for the Quinlan subscription con-  
certs. Madame Calve has been  
singing in opera over 25 years and  
has sung the part of Carmen at  
1389 performances. It is her in-  
tention to return to her native France,  
where she has a castle."MONSTROUS AND INDECENT."  
At the Old Bailey, London,  
recently Mr. Justice Darling,  
commenting on an application  
for two permits by a well-known  
West End Film Company to take  
cinematograph pictures of murder  
trials, characterised it as being  
perfectly monstrous and indecent.  
His lordship declared that the  
application only showed how low  
people would fall simply to  
advertise their business.

## EARLIER TELEGRAMS.

## TERRIBLE EARTHQUAKES IN ITALY.

Rome, Sept. 9.  
Another violent earthquake occurred to-day in the province of  
Reggio Nelliella. The damage was serious in various Communes.  
London, Sept. 9.Details of the terrible tragedy which has befallen Tuscany are  
coming in and reveal its appalling nature, covering an area from  
Spezia to Pisa and eastward as far as Pieve and Pistoja. The up-  
heaval was terrific throughout the seven hundred famous quarries at  
Carrara, where enormous boulders rolled down and destroyed every-  
thing. A tragic scene occurred at Marina. A priest was celebrating  
Mass when numbers around him were stricken down. The priest  
found it impossible to continue the service amidst the debris and  
groans of the wounded. News of the calamity was sent to the Italian  
King who, accompanied only by his aide de camp, visited the scene  
of the disaster. He personally helped in the rescue work. The scenes  
are likened to Messina in 1909. Whole regions are a nightmare of  
disaster. Hundreds of bodies remain unearthened. Small villages  
suffered worst. There, terror and ruin reign. Roads have been  
obliterated here and there. It is a miracle that walls remain standing  
surrounded by ripped houses, and pavements piled on each other,  
intermixed with traces of broken furniture and household treasures.Rome, Sept. 10.  
The numbers killed in the earthquake at least exceed five  
hundred, while over twenty thousand are homeless. One estimate  
declares that fourteen hundred were killed. The Government is  
distributing money and foodstuffs. Doctors and nurses from all over  
the country are hurrying to the devastated region. The Government  
have established a special Earthquake Department and are building  
huts. While the King and Queen were at Fivizzano another shock  
occurred.

## BOLSEVISM IN ITALY.

London, Sept. 10.  
The grave situation which has arisen in Italy over the seizure  
of three hundred iron factories by the Metal Workers mentioned on  
1st Sept. is now becoming worse and at present half a million workers  
are involved. The negotiations between the manufacturers and the  
workers have been interrupted owing to the former's demand for  
immediate evacuation of the factories. The manufacturers appealed  
to the Government, which, however, hesitates to order the men to  
leave the factories, where Bolshevik flags are flying, as it wishes to  
avoid hostility between the Socialists and Parliament, and fears to  
test the loyalty of the Army. Meanwhile the workers are establishing  
iron discipline within the factories and are busily engaged collecting  
arms and fortifying the works. The Socialist Deputies are now  
expected to demand the immediate assembly of Parliament to urge  
the Government to requisition the factories and work them  
temporarily under State management.

## RUSSIA AND POLAND.

London, Sept. 11.  
Moscow wireless reports that Russian peace delegates have gone to  
Riga, the Soviet having received all necessary assurances for the  
safety of the party. The Polish delegates have already gone. Peace  
negotiations will doubtless begin forthwith.Warsaw, Sept. 11.  
Poland agrees that the Polish and Lithuanian delegates meet at  
Cawaria to discuss all Polish-Lithuanian disputes except with regard  
to the demarcation line which the Supreme Council laid down on 31st  
December, 1919.Berlin, Sept. 11.  
A message from Kiel says the German Government has ordered  
the Canal Authorities not to allow munition ships to pass from the  
North Sea to the Baltic. According to the "Vossische Zeitung" the  
Government in the interests of neutrality has rejected the French  
Government's request to allow a Danish steamer with munitions for  
Poland to pass the canal.

## GERMAN DISARMAMENT.

London, Sept. 10.  
The latest official returns show that Germany is surrendering and  
destroying arms in accordance with the Peace Treaty in an entirely  
satisfactory manner, especially guns. Twenty-seven thousand of the  
latter have been surrendered and at the present rate Germany, by  
November, will not possess guns beyond those allowed under the  
Treaty. Twenty-five thousand machine-guns have been destroyed and  
thirty-five thousand remain, while thirteen millions of live shells, and  
fourteen hundred thousand rifles have also been destroyed. Germany,  
by offers of rewards, is endeavouring to collect large numbers of  
rifles known to be hidden in various parts of the country, but the  
Reparations Commission realises the authorities' difficulties in this  
respect. One hundred and thirty million rounds of small arms  
ammunition have been destroyed, but double that number still remain.  
The utmost vigilance is being exercised at Essen, but there is no  
reason to suppose that prohibited war material is being turned out  
secretly.

## BLACK PASTOR AND HIS WIFE.

London, Sept. 11.  
An extraordinary story is told in the courts. It appears that  
Peckham has got a Mission House with a black pastor, who previously  
obtained an amount of Police Court notoriety concerning an obnoxious  
mission ceremonial relating to white girls. Yesterday, however, it  
is stated, when going to the Mission House the black pastor's wife,  
who is white, requested house-keeping money, whereupon she was  
thrown fourpence. Subsequently, consumed with righteous indigna-  
tion and grasping the fourpence in her hand, the wife went to the  
Mission. Seeing her and fearing disclosures, the Pastor broke off the  
service and called on the worshippers to eject the woman. "So we  
put her out according to the law of God," the reverend black man told  
the magistrate.

## NEW YORK STRIKE.

New York, Sept. 11.  
The first serious attempt at sabotage during the tram and train  
conductors' strike occurred at Twenty-second Avenue, when a motor  
car, packed with nine men, raced alongside a train, pouring in re-  
volver shots. The blasts of the train whistle speedily summoned Police  
Motor Cyclists, who chased the fleeing car at a speed of fifteen miles  
an hour, through the streets, and finally arrested the occupants  
uninjured.

## NOTICES.

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## EARLIER TELEGRAMS.

## THE MINERS' DEMANDS.

London, Sept. 9.  
The Conference between the Miners' Executive and the Minister  
of Labour, from which so much was hoped, failed. Mr. Smillie in-  
formed Sir Robert Horne that the Executive were of the opinion that  
there was no new proposal in his statement which in their judgment  
would lead to a satisfactory settlement of the miners' claim. The  
Conference then terminated.At to-day's abortive Conference of the Government and Miners  
Executive, Sir Robert Horne deprecated the punctilio of convention  
which assumed that the side which first asked the other to meet  
it displayed weakness. He defended the Government standpoint that  
surplus profits from export coal should be put at the Exchequer's  
disposal and pointed out that Parliament itself had endorsed the  
Government policy to sell coal in Britain at its economic price or at  
least at what it costs the Government to supply it to the household.  
No section of people ought to have the right to strike upon any such  
issue of common policy. He wanted to say perfectly frankly that  
along that road no solution was to be found. Regarding the demand  
for increased wages, the Government had come to the conclusion that  
it had not been made good.After pointing out the discrepancies in the claim on which the  
advance of wages was based, Sir Robert Horne urged that the subject  
be referred to an Industrial Court. He agreed that the anomalous  
character of the coal wage situation ought to be got rid of and re-  
cognised that many miners find great difficulty in understanding their  
pay when they get it, owing to the numerous and varying items  
making up the amount. A revised basis of payment would probably  
produce better results all round. It was generally acknowledged  
that the coal trade at the present time was not doing all it could for  
the country. He did not assign the blame all to one side for that.Sir Robert Horne suggested that Committees of the Miners and  
Coalowners should discuss wages anomalies.  
Mr. Smillie, replying, rejected Sir Robert Horne's views and  
suggestions and maintained the attitude that the price reduction of  
14.2 was inseparable from wages claims. He afterwards expressed  
the miners' views at length.The Miners Executive sat separately to consider the points  
raised and then intimated to Sir Robert Horne that there was no  
new proposal in his statement which they considered would lead to  
a satisfactory settlement of their claims.The Conference sat nearly three hours.  
The general consensus of opinion revealed from the newspapers  
is that while the mining situation is serious, the failure of yesterday's  
Conference was anticipated and there never was any great chance of  
its success. Despite yesterday's failure a number of miners'  
delegates at Portsmouth are of the opinion that the strike will not  
occur. The miners' leaders are generally criticised. Many recently  
declared publicly "Prove our case wrong and we drop it," but it is  
pointed out that the refusal of the Industrial Court proposal means  
that the miners are afraid of the result of an inquiry and they depend  
not upon the equity of their claims but the fighting strength of their  
Federation. In the meantime some quarters revive the question of  
the possibility of a general election, with Mr. Lloyd George appealing  
to the country on the simple direct issue of Parliamentary Government  
versus Direct Action, and the Constitutionalists are confident that  
such a fight could have but one result. On the other hand it is  
stated that Mr. Lloyd George does not desire an election before the  
end of next session and consequently will exhaustively explore every  
alternative; but the miners may ultimately force the Premier's hands  
on the question.

## ELECTRICAL TRADE LOCKOUT.

London, Sept. 10.  
In connection with the electrical trades dispute the shop  
stewards of the London generating stations have decided to give a  
week's notice to cease work unless the Engineering Employers'  
Federation withdraws the lockout notices against the workers in other  
electrical occupations.London, Sept. 11.  
It appears that the electrical trade crisis has undergone a  
serious development. Mr. Webb, Secretary of the London branch of  
the Electrical Trades Union, has announced that the Union has  
notified electrical undertakings, trams and railways that the members  
of the Union will be withdrawn on 18th Sept. if the lockout notices  
issued by the Engineering Employers' Federation are not suspended.  
There are twenty thousand workers in the electricity undertaking  
railways and tramways of London.

(Continued on page 1.)



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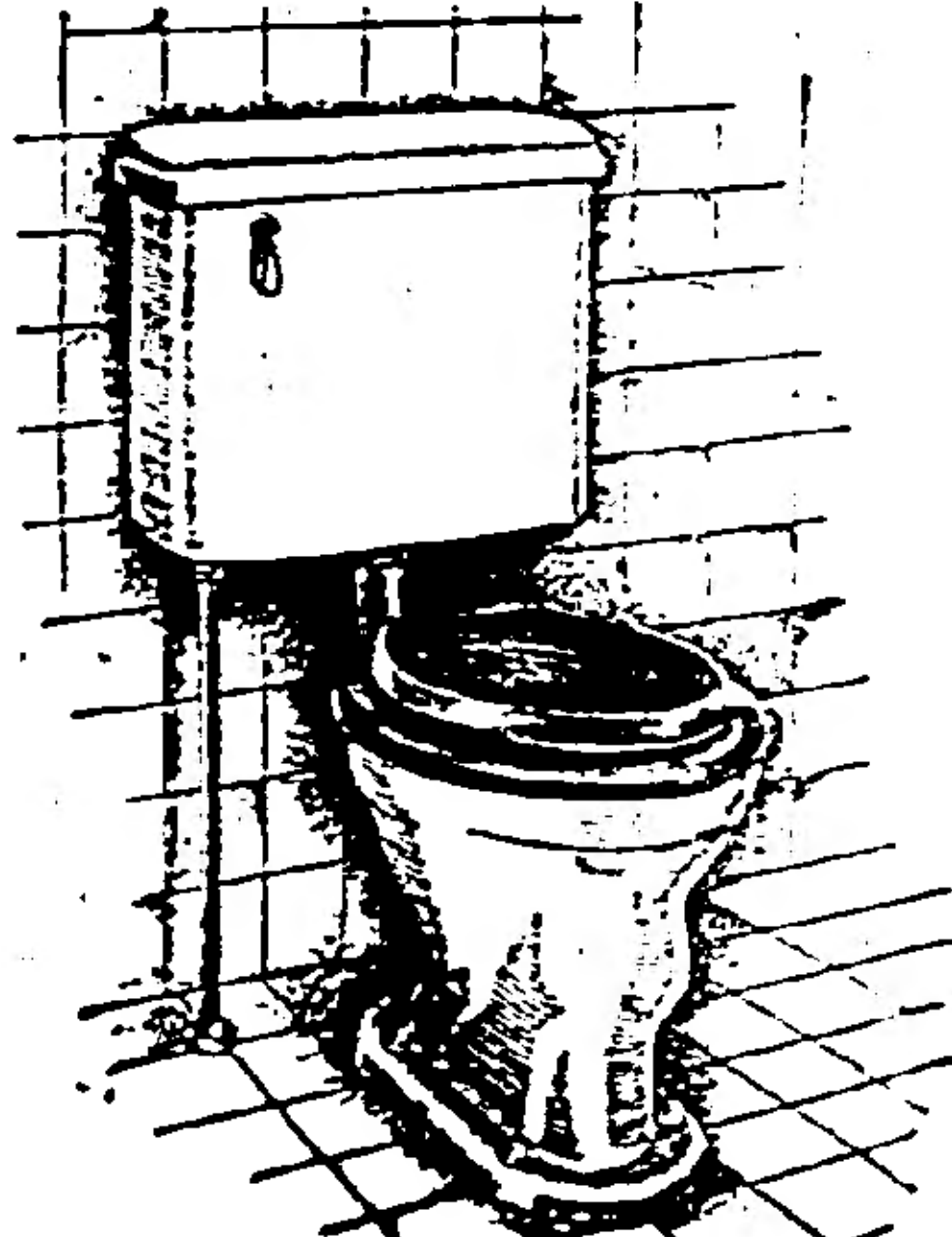
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EARLIER TELEGRAMS

(Continued from Page 2.)

THE MILSPOT TROUBLE.

London, Sept. 9.

A War Office Mesopotamia Communique covers a number of minor operations in various areas. It mentions that on the Lower Euphrates aeroplanes, reconnoitring over Samawah, were heavily fired on and repelled with machine guns. They succeeded in dropping medical supplies and money for the garrison, also rations for the vessel Greenfly, which is isolated. Satisfactory accounts have been received of the behaviour of the Arab levies and police employed under British officers, especially in Hellas, where they carried out enterprising and gallant work at heavy loss despite every temptation and appeal to tribal, family and religious feelings.

London, Sept. 11.

The War Office announces that a strong column of Indian cavalry, artillery and infantry, under Brigadier Conyngham, which left Bakuba, north-east of Baghdad, on 6th inst., to operate in a north-easterly direction along the Persian railway, reached Abuhawa, twelve miles from Bakuba, without opposition. Another column is covering the lines of communication. A column commanded by Lieut.-Col. Greer set out from Kiril Rabat on 5th Sept., with the object of operating in a south-westerly direction towards the first-mentioned column. The two columns are converging on Shahraban, where Capt. Buchanan and his wife were taken prisoner. The object of this double expedition is to clear the railway into Persia and bring Kerind, the Persian camp where British women and children are, into touch with Bagdad again. Incidentally it should rescue Mrs. Buchanan and her companions. Bakuba was in rebel hands a fortnight ago. The Government has accepted the generous offer of the Maharaja of Kapurthala to place the Kapurthala infantry at the disposal of the General Officer Commanding in Mesopotamia for service there. The unit is accordingly sailing from India shortly.

Bagdad, Sept. 11.

On the 9th Sept. a column arrived at Shahraban and occupied the town without incident. Mrs. Buchanan and some Indian prisoners were released. On the night of the 11th September insurgents made unsuccessful attempts to cut the wires and rish pickets at Samawah. The situation is unchanged elsewhere.

AUSTRALIAN PREPAREDNESS.

Melbourne, Sept. 10.

In the House of Representatives Mr. Hughes, Prime Minister, made a statement on the Government's defence policy. He declared that the most vital part of Australian policy was the preservation of Australia for Europeans. Australians' responsibility had been increased by membership of the League of Nations. After reference to the populations of 750,000,000 to the northward and north-west of Australia, he said the defence of the New Territories in the Pacific was a serious problem. It was obvious that national safety required Australia to take a serious share in the naval responsibilities of the Empire. Money would be provided to remedy the deficiencies in heavy artillery and ammunition, also for light guns. The training of sixteen thousand boys yearly on reaching the age of eighteen would be resumed. Battleships were still the mainstay of naval defence, but circumstances compelled the Commonwealth to at present depend on light cruisers and smaller craft. He hoped for an Imperial Naval Scheme in which all Dominions would co-operate. An Air Force was being established under the control of a Board on which the Navy and Army were represented. Six hundred thousand sterling would be allotted for aviation, including civil and commercial branches. Civil aviation would be encouraged to the utmost. Naval expenditure included £700,000 for transports.

NEW INDIAN ASSEMBLY.

London, Sept. 9.

Mr. Alexander Frederick Whyte has been appointed first President of the Legislative Assembly shortly being constituted in India under the Reform Act.

Mr. A. F. Whyte M.A., M.P., has been editor of "The New Europe" since 1917. He was Lecturer Adjunct at the Sorbonne 1905-6, was appointed Special Commissioner on Industrial Insurance, Vienna and Budapest 1908, and in 1910 entered Parliament as Liberal member for Perth City. He saw war service as Lieut. R.N.V.R. He is 57 years old.

COMMUNISTS AT LOGGERHEADS.

Helsingfors, Sept. 9.

The recent Communist friction at Petrograd developed into a critical situation at a meeting of the Central Committee of the Finnish Communists at Petrograd on the 5th August, when the opposition group, consisting of officers of the Red Army, appeared on the scene and an altercation brought about a climax resulting in between ten and twenty Finnish Communists being killed and wounded.

THE BRESLAU INCIDENT.

Paris, Sept. 9.

The German Government has paid one hundred thousand francs to indemnify the personnel of the looted French Consulate at Breslau.—Havas.

FRANCE'S CLAIMS AND AIMS.

Paris, Sept. 9.

M. Millerand visited the cities of Worms and Landau. In a speech at Mayence yesterday, he said that the pitiful scenery of France's devastated districts shows that the French demands for compensation are neither unjust nor exorbitant. The French occupation of the Rhine, in agreement with the Allies, is for the purpose of securing satisfaction of just claims. France's one aim is to inaugurate a reign of peace.—Havas.

CHANNEL SWIMMER FAILS.

London, Sept. 10.

The American, Henry Sullivan, just failed to swim the Channel from Dover. He was compelled to give up when within 2½ miles of the French coast, after eighteen hours in the water, owing to severe pains in the stomach.

(Continued on page 5.)

FAMOUS WOMAN SPY DIES INSANE.

SENSATIONAL WAR TRIAL RECALLED.

The death has occurred in the Criminal Lunatic Asylum at Broadmoor, writes a Daily Chronicle representative, of Lizzie Wertheim, one of Germany's most famous woman spies, who was trapped by the British Secret Service five years ago.

After a sensational trial at the Central Criminal Court in September, 1915, she was sentenced to ten years' penal servitude for collecting information of the movements of the British Fleet.

Her confederate, a young German officer named Rowlands, was also found guilty, and was shot in the Tower of London.

Lizzie Wertheim was one of Germany's most dangerous agents, and, with Rowlands made a desperate attempt to bring off one of the most sensational coups of the war.

STIES AT NAVAL PORTS.

Her headquarters was a small flat in West London, from where the two spies made frequent journeys by motor to Roath and other ports, to obtain news of the movements of the Grand fleet by mixing with the crews of various battleships.

A great deal of information was collected by the pair, but before Rowlands could leave the country to transmit it to Germany he and his partner were arrested by Scotland Yard detectives.

SECRET RAID ON HER FLAT.

For some time the Secret Service had been aware of the plot. It was discovered that letters were being sent to Wertheim by a person who was under suspicion, and when her flat was secretly raided a number of incriminating documents were found.

Close watch was kept on her movements, her correspondence was "tapped" and so were her telephone messages. It was noticed that she was frequently in the company of young officers. Clever as she was, Lizzie Wertheim was no match for our Secret Service. On several occasions she gave herself away, and before very long the authorities were in possession of full details of her plans for collecting information about the fleet.

ALWAYS SMARTLY DRESSED.

Born in Poland in 1882, Wertheim was the daughter of a naturalised German subject. An accomplished woman and a clever linguist, she dressed well and patronised the best restaurants in London.

She dabbled in espionage for many years, but it was only after her association with Rowlands that she became involved in really serious plots.

WHY THE JURY HAD MERCY.

At her trial it was considered by the jury that she had been acting under the influence of Rowlands, and she therefore escaped with a sentence of ten years' imprisonment, and was sent to the Aylesbury Convict Gaol.

The execution of Rowlands, who completely broke down before the firing party, greatly affected her. Her health suffered so much that in 1918 her mind gave way, and she was removed to the Broadmoor Asylum.

LOWER DECK DEMANDS.

ADMIRALTY REFUSE ALL EXCEPT TWO.

Delegates to the inter-port lower deck conference at Devonport recently interviewed regarding the decision of the Admiralty on recommendations sent by the Welfare Committee, expressed the keenest regret that only two recommendations out of 278 had been granted. The requests conceded are an allowance of neat rum to petty officers and the permission to wear black gaiters on conditions.

Delegates were angry at what is regarded as a serious set-back to a perfectly loyal movement designed to maintain satisfactory relations between the Admiralty and the lower deck and to obviate men becoming entangled with the trades unions.

The Welfare Committee is a body of officers appointed by the Admiralty and augmented by advisory members from the lower deck, and among their more important recommendations now thrown over by the Admiralty are the establishment of port welfare committees, appeals in reference to pay, pensions for widows, and compassionate allowances for children, conveyance of men's wives abroad when husbands receive foreign shore appointments, and appeals for improved messing and galley accommodation.

NOTICES

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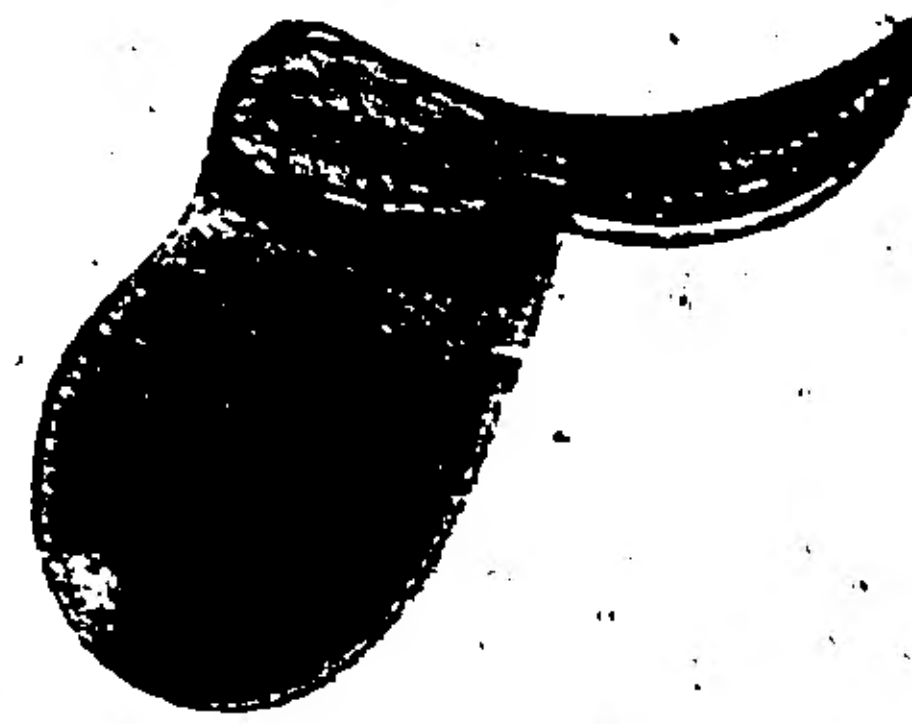
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## THE CRISIS OF THE NAVAL WAR.

## VISCOUNT JELlicoe's NEW BOOK.

In a volume just published, supplementary to his account of the Grand Fleet during his period of command at sea, Viscount Jellicoe describes the steps taken at the Admiralty while he was First Sea Lord in connection with the defeat of the German submarine campaign—the gravest peril which ever threatened the population of this country, as well as of the whole Empire. The interest of the book is largely technical; it contains a great deal of statistical matter, and hardly touches at all on the work of those serving aloft under the White or the Red Ensign. What it does show is "how the officers who accompanied me to the Admiralty from the Grand Fleet at the end of 1916, in association with those already serving in Whitehall and others who joined in 1917, with the necessary and valuable assistance of our comrades of the Mercantile Marine," gradually produced the measures which overcame the menace. Their names and functions are set out in the fifty odd pages of the appendix.

At the outset Viscount Jellicoe recapitulates the changes which were effected in the organisation of the naval staff at Whitehall, including the creation of the anti-submarine division. "In the early spring of 1917," he says, "the ill-fated nature of the War Staff organisation became apparent, in that it had no executive functions, and as the result of discussions between Sir Edward Carson and myself, the decision was taken that the duties of the Naval Staff (the term decided upon in place of that of War Staff) should be made executive, and that the First Sea Lord should assume his correct title as Chief of the Naval Staff, as he had, in fact, already assumed the position." Sir Eric Geddes, when he became First Lord, proceeded to overhaul the arrangement, and Viscount Jellicoe objected particularly to the appointment of a Deputy First Sea Lord, who seemed to be a needless excrescence.

The submarine problem became infinitely more complicated when the Germans replaced attack by defence by attack by torpedo. Defensive armament of merchant ships was no longer a protection, since the submarine was rarely seen. The first intimation of her presence would be given by the track of a torpedo, and no defence was then possible beyond an endeavour to manoeuvre the ship clear of the torpedo. "There is no doubt whatever," Viscount Jellicoe remarks, "that had the German craft engaged in the unrestricted submarine warfare been manned by British officers and men, adopting German methods, there would have been but few Allied or neutral merchant ships left afloat by the end of 1917."

The convoy system was one of the most effective measures adopted to combat the ravages of the U-boats. Why, it has been asked, was it not adopted earlier? Because, Viscount Jellicoe says, neither the cruisers to marshal the convoys to the submarine area, nor the destroyers to screen it when there, were available. "The total of 40 destroyers and sloops represented the whole available force at the end of February (1917). Simultaneously a careful investigation showed that for the institution of a system of convoy and escort for homeward-bound Atlantic trade alone to the United Kingdom, our requirements would be 81 destroyers or sloops and 48 trawlers. For the outward Atlantic trade from the United Kingdom, our estimated requirements were 44 additional destroyers or sloops."

He adds tartly— "It is interesting to note the number of persons who claim to have been the first to urge the Admiralty to adopt convoys as a method of protecting merchant ships against submarine attack. The claimants for this distinction are not confined to Great Britain; the great majority of them are people

without any knowledge of the sea and naval matters. Possibly the facts related may serve to show that convoys were commenced by Admiralty direction, and that they were started as soon as and extended as rapidly as the necessary protecting vessels could be provided. Those who argued then, or who have argued since, that we should have reduced the number of destroyers with the Grand Fleet will not, I think, meet with any support from those who served in that Fleet, especially from the officers upon whom lay the responsibility for countering any move of the High Sea Fleet."

The organisation of the Scandinavian and other convoys is described in great detail, and figures are quoted to show their success in protecting trade, as compared with the dangers run by unescorted vessels. The movements of all convoys were "plotted" from day to day, indeed from hour to hour, on a large scale chart at the Admiralty, so that the position of all the ships at any given time could be seen. The Germans inadvertently afforded the Admiralty some assistance. Their submarines constantly used their wireless installations when operating at sea and as a consequence our wireless directional stations were able to fix their positions by cross bearings. "This practice on the part of the enemy," Viscount Jellicoe says, "undoubtedly went far to assist us both in anti-submarine measures, and in diverting trade to a safe course."

A serious situation arose by reason of the sinking of large numbers of oil tankers bringing oil fuel for the Fleet. Our reserves of oil fuel became perilously low, and at one time it actually was necessary to issue directions that the speed of oil-burning warships was to be limited except in cases of the greatest urgency.

"Such an order in war was a matter of much gravity; the great majority of our light cruisers and destroyers were fitted to burn oil fuel only, as well as our latest and most powerful battleships. The crisis was eventually overcome by drawing upon every source (including the Grand Fleet) for destroyers to escort the tankers through the submarine danger areas, and by the assistance given us by the Ministry of Shipping in bringing supplies of oil fuel to this country in the double bottoms of merchant ships."

Another question frequently asked is, Why did the Admiralty not seal up the German submarines in their bases? The answer is that no practicable means of doing so could be found, and even if the North Sea bases had been closed, enemy submarines could still have made an exit by the Kattegat, which could not be blocked without violating the neutrality of other nations. It is interesting in this regard to observe Viscount Jellicoe's views on the blocking of Zebrugge and Ostend. He does not deny the moral effect of such an operation, but he points out that the blocking could not be permanent because of the great rise and fall of the tides in these waters and the ease of cutting a passage through. But even a temporary block would be of use, and the attack on Zebrugge was decided on late in 1917 while he was at the Admiralty.

In regard to the use of minefields, the book points to the fact that our original mines were not very effective against submarines, and some considerable time elapsed before they were improved and could be manufactured in adequate numbers. Many of the mines for the great barrage between Shotland and Norway had to be supplied from America. It was revealed also in Viscount Jellicoe's previous book that our shells were defective in armour-piercing qualities. These defects were remedied after the battle of Jutland and a method was discovered of preventing the flash of exploding shell from being communicated to the magazines, as so tragically happened at Jutland. That engagement likewise showed the need for effective star shells, and we had none till early in 1917 some unexploded star shells were found on the south coast after one of the German

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Hongkong, September 7th, 1920.

## NOTICE.

From the 1st September Mr. L. Gain has been appointed manager of the firm in Hongkong to replace Mr. Gaujoon, former manager, leaving Hongkong for the Head Office in Tientsin.

R. GAUJOON General Manager

Brossard Hopin &amp; Co.

night bombardments. Directions were given to copy these shell, and not to waste time by trying to improve upon them, and success was soon attained. Sir Eric Geddes was called in by Sir Edward Carson to attend to "production" of material for the use of the Navy. Viscount Jellicoe writes coldly of the arrangement, and contrasts the magnitude of the forecasts made with the backwardness of the actual achievements.

Looking to the future, Viscount Jellicoe says that air power is regarded by many officers of wide practical experience as an essential complement to sea power. With the Air Service under separate control, is it beyond doubt, he asks, that unity of command at sea, which is essential to victory, will be preserved? In conclusion, he points out that the Naval Service is a highly specialised profession, and sounds a warning against the danger, both in peace and in war, of interference by civilians in matters which should be left to experts.

## NEW MILE SWIMMING CHAMPION.

## FIRST SOUTHERN WINNER FOR 31 YEARS.

For the first time for 31 years the most important English swimming championship—the mile—has been won by a representative from the Southern counties. The event took place in the Serpentine, Hyde Park, and H. E. Annison, of the Croydon S.C., was the winner.

A course of 440 yards was roped out near the bank, to enable the spectators to have a good view of the race, but this was to the disadvantage of the swimmers. Annison had the inside station, and was hampered by the shallow water, but, swimming strongly throughout, won very easily by 60 yards.

F. E. Beaurepaire, of Australia, winner of this event on two previous occasions, led for 500 yards, and after covering half the distance retired. J. G. Hatfield, the holder, did not compete.

H. E. Annison, Croydon S.C., 25min. 25sec. 1.

E. P. Peter, Hammersmith S.C., 26min. 35sec. 2.

W. H. Melhuish, Woodlands S.C., 27min. 44sec. 3.

R. Murray, Amateur S.C., 28min. 21sec. 4.

## SOLDIERS WITH FINEST PHYSIQUE.

Gloucestershire Yeomanry had the finest physique of any soldiers in the world, not excepting the Household troops of Emperors and Kings, said General Sir Ian Hamilton at the unveiling of a war memorial at Winchcombe (Gloucester).

## CONSIGNEES.

## OSAKA SHOSEN KAISHA.

From TACOMA, YOKOHAMA, KOBE &amp; NAGASAKI.

THE Company's Steamship

## "CHICAGO MARU."

having arrived from the above ports, on the 10th September. Consignees of Cargo are hereby notified that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where delivery can be obtained as soon as the goods are landed. Goods not cleared by the 17th Sept., will be subject to rent.

Damaged packages must be left in the Godowns for examination by the Consignees' representative and the Company's Surveyors, Messrs. Goddard and Douglas, at 10 a.m. on Wednesday and Friday. All claims must be presented within thirty days of the steamer's arrival here, after which date they cannot be recognized. No claim will be admitted after the goods have left the Godowns.

No fire insurance whatever will be effected. Consignees are requested to send in their Bills of Lading for countersignatures immediately.

OSAKA SHOSEN KAISHA, Y. YASUDA.

Manager.

Hongkong, 11th September, 1919.

## NOTICE TO CONSIGNEES.

## PRINCE LINE FAR EAST SERVICE.

From NEW YORK

The Steamship

## "MOORISH PRINCE"

Having arrived from the above Port, Consignees of Cargo are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees risk and expense.

All broken, chafed and damaged goods are to be left in the Godowns, where they will be examined on Friday, 17th inst. at 10 a.m.

All claims must be presented within fifteen days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns, and all Goods remaining undelivered after the 20th inst. will be subject to rent.

Consignees of cargo are hereby notified that they must produce an Import permit signed by the Superintendent of Imports and Exports Hongkong, before Bills of Lading can be countersigned. No Fire Insurance has been effected.

Bills of Lading will be countersigned by

SHEWAN TOMES &amp; CO.

Agents.

Hongkong, 12th September, 1920.

## NOTICE.

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New Session has now commenced. Tutorial Classes are being conducted in English, Mathematics, Trigonometry, Mechanics, Physics, Chemistry, History, Geography, Latin and French, for Hongkong University July Examinations.

Private tuition can also be had in these subjects.

Prospectus on application.

## THEATRE ROYAL.

## Commencing SATURDAY, 18th Sept. at 9.15.

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In a repertoire of latest London plays.

SATURDAY, 18th

"NOTHING BUT THE TRUTH."

MONDAY, 20th

"THE NAUGHTY WIFE."

TUESDAY, 21st

"A VOICE FROM THE MINARET."

WEDNESDAY, 22nd

"GENERAL POST."

THURSDAY, 23rd

"THE YELLOW TICKET."

FRIDAY, 24th

"BILLETED."

SATURDAY, 25th

"LORD RICHARD IN THE PANTRY."

Prices ... 5s. 5s. &amp; 5s.

BOOKING at MOUTRIE'S.

## NOTICE.

The business hitherto carried on by Mr. A. Abdoolrahim as an Architect, Surveyor and Civil Engineer at No. 34 Queen's Road Central will as from to-day be carried on under the style of Abdoolrahim & Co. by the undersigned at the same address.

Hongkong, 8th day of September, 1920.

JOHN MORAES,

WILLIAM HALL

## NOTICE.

We have this day established ourselves as Consulting Engineers and Surveyors.

BEST &amp; MAX,

C/o Union Engineering Co., Ltd

13 Chater Road.

## LESSONS IN CHINESE.

MR. LI YAN HAN, a native of Canton, who has been in Hongkong for over twenty years, has opened a school of Chinese language and literature at No. 10, Queen's Road, Central, from 10 to 12 o'clock daily.

The interest and responsibility of the undersigned in the business hitherto carried on at No. 34, Queen's Road Central under the name of A. Abdoolrahim as Architect, Surveyor and Civil Engineer, ceases as from the 8th day of September, 1920.

Hongkong, 8th day of September, 1920.

A. ABDOLRAHIM.

## NOTICE.

102 bundles plain Galvanized Wire

Marks: B. J. - Consignees Knapp

Caple &amp; Baxter

8.6.19

Hongkong

The above-mentioned cargo having arrived by the s.s. "M. S. Dollar" on August 18, 1920, and remaining unclaimed, consignees of same are hereby notified that it is being stored at their risk and for their account in the hazardous and/or extra hazardous godowns of the Hongkong &amp; Kowloon Wharf &amp; Godown Co., Limited, and the undersigned reserve the right to sell same by Public Auction to defray all charges should it not be claimed within a reasonable length of time.

THE ROBERT DOLLAR CO.

Agents.

Hongkong, 9th September, 1920.

## NEW ADVERTISEMENTS.

## QUEEN'S DISPENSARY.

## NOTICE.

We beg to announce that

the Queen's Dispensary has

been removed to ST.

GEORGE'S BUILDINGS,

(OPPOSITE STAR FERRY).

HARPER AND CO., LTD.

## PUBLIC AUCTION.

The undersigned have received instructions to sell by Public Auction on

Wednesday the 15th. Sept., 1920

commencing at 11 a.m.

at their Sale Rooms, Duddell Street:

56 coils Cotton Belting

3 cases Piece Goods

1 case Boots and Shoes

1 case Machinery

1 case Safety Razors

10 cases Steel Box Strapping

1 case Electric Irons and Trainers

5 kegs Powdered Chlorate of Potash

234 tins Cereal

Terms: Cash on delivery.

LAMMERT BROS., Auctioneers.

## PUBLIC AUCTION.

## VALUABLE LEASEHOLD PROPERTY

Situate at Kowloon in the Colony of Hongkong to be sold in pursuance of an Order of the Supreme Court of Hongkong made in Action No. 99 of 1920 Original Jurisdiction Between The Bank of Canton Limited Plaintiffs and Samuel Ebenezer Green trading as Banker & Co. Defendant.

on Monday, the 27th. day of September, 1920.

at 3 o'clock in the afternoon

by

MESSRS LAMMERT BROS.

Auctioneers.

at their Auction Rooms, Duddell Street, Victoria, Hongkong.

The property consists of—ALL THAT piece or parcel of ground situate in the Dependency of Kowloon and Colony of Hongkong and known and registered in the Land Office as Section H of Kowloon Island Lot No. 410 together with the messuage erected thereon known as No. 15 Hankow Road, Kowloon. Term 75 years from 24th. June 1892 created by a Crown Lease dated the 11th. November 1892. Proportion of Annual Crown rent \$20.12. Area 3,594 Square feet.

For further particulars and conditions of sale apply to

MESSRS JOHNSON STOKES &amp; MASTER

Princes Building, Ice House Street.

Solicitors for the Vendor or to

MESSRS. LAMMERT BROS., The Auctioneers.

Hongkong, 9th September, 1920.

## FOR SALE.

## MILNER'S SAFES

APPLY TO

LAMMERT BROS.

Duddell Street.

## WANTED.

WANTED.—Small Furnished House or Flat (3/4 room) from Oct after November 1st. Peak preferred. Apply Box 438 c/o "Hongkong Telegraph."

## TO BE LET.

TO LET.—Two storied House (4 large and 2 small rooms, kitchen, servants' quarters, &c.) in Kowloon. Available from 1st November next. Apply by letter to Butterfield & Swire.

TO LET.—Fully furnished.

Flat. Central position, from beginning of October till end of May.

Reply Box 436 c/o "Hongkong Telegraph."

## FOR SALE.

FOR SALE.—Excelsior Motor Cycle. In perfect going order. Recently overhauled; new tyres. A bargain \$400 cash. Can be seen by appointment. Write Box 447 c/o "Hongkong Telegraph."

FOR SALE.—Just arrived.

Rennoe coach built side-car outfit, chassis, wheel and tyre, bonnet and screen, four lockers. Splendid model. Expressly for Harley Davidson. \$375. Apply Box 435 c/o "Hongkong Telegraph."

FOR SALE.—Land at Kowloon.

about 15,945 square feet, in a very desirable position for European dwellings. For full particulars apply to—Linstead & Davis, Alexandra Buildings, Hongkong.

## NOTICE.

## THE GREEN ISLAND CEMENT CO., LTD.

AN INTERIM DIVIDEND of Fifty cents per share has been declared for the half-year ending 30th June, 1920.

Such Interim Dividend will be payable on and after FRIDAY, 17th September, 1920 at the Offices of the Company, where shareholders are requested to apply for Warrants.

The REGISTER of SHARES of the Company will be closed from 6th to 16th September, 1920 (both days inclusive) during which period no transfer of Shares can be registered.

By Order of the Board of Directors.

SHEWAN TOMES &amp; Co.

General Managers.

## NOTICE.

## DOUGLAS STEAMSHIP CO., LTD.

The Ordinary General Meeting of the above Company will be held at the Company's Offices at Noon on Saturday the 25th inst. 1920.

The Transfer Books of the Company will be closed from the 17th to 25th instant both days inclusive.

DOUGLAS LAPRAIK &amp; CO.

General Managers.

Hongkong, 9th September, 1920.

## NOTICE.

## HONGKONG HOTEL CO., LTD.

An Interim Dividend of \$5 per share has been declared for the half-year ending 30th June 1920. Such interim dividend will be payable on and after Tuesday, 14th September 1920 at the Offices of the Company, where Shareholders are requested to apply for Warrants.

The Register of Shares of the Company will be closed from 7th to 14th September 1920 (both days inclusive) during which period no transfer of Shares can be registered.

By Order of the Board of Directors.

J. H. TAGGART, Manager.

Hongkong, 31st August, 1920.

## MUSTARD &amp; CO.

Connaught Rd. Central

Telephone No. 1186.

## FIRE

## EXTINGUISHERS.

## PYRENE FIRE EXTINGUISHERS.

A hand device, simple pump operation. For household, office, motor cars and electrical work. A harmless and non-damaging liquid used. Stocks and refills carried.

## CHEMICAL FIRE ENGINES.

Tested to 350 pounds, portable hand operation, capacity 40 gallons. Stocks carried. Quotations given for motor appliances by well-known makers.

## BOYD'S FIRE EXTINGUISHERS.

Manufactured in two sizes, 3 and 5 gallons. Copper finish, tested to 300 pounds. A universal Extinguisher. For ships, warehouses, factories or shops. Stocks carried.

## SOLE AGENTS IN

CHINA, HONGKONG

AND MACAO.



## THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND PASSENGER SERVICES.

## LONDON SERVICE (Direct)

"ACHILLES"	14th Sept.	London, Amsterdam & Antwerp
"MENTOR"	21st Sept.	London, Amsterdam & Antwerp
"HELENUS"	12th October	London, Amsterdam & Antwerp
"KEEMUN"	21st October	London, Amsterdam & Hamburg
"JASON"	31st October	London, Amsterdam & Antwerp

## LIVERPOOL SERVICE

(Direct or via Continental Ports)

"CYCLOPS"	13th Sept.	Genoa, M'les, L'pool & Glasgow
"EURYPYLUS"	3rd October	Marseilles, Havre & Liverpool
"TITAN"	10th October	Genoa, M'les, L'pool & Glasgow
"PELEUS"	19th October	Genoa, Liverpool & Glasgow

## PACIFIC SERVICE

(via Kobe and Yokohama)

"TYNDAREUS"	6th October	Victoria, Seattle and Vancouver
"TEUCER"	20th October	
"IXION"	12th Nov.	

## NEW YORK SERVICE

(via Suez or Panama)

As per Joint Service Advertisement on Page 9.

## HOMEWARD PASSENGER SERVICE

"MENTOR"	21st September	for London direct
"STENTOR"	8th October	for London direct
"TEIRESIAS"	19th October	for London direct
"IDOMENEUS"	3rd November	for Liverpool via Marseilles

For Freight and all Information Apply to

BUTTERFIELD &amp; SWIRE AGENTS.

## CONSIGNEES.

## NOTICE TO CONSIGNEES.

PACIFIC MAIL S.S. CO. LTD.

S. S. "JACOB"

From CALCUTTA via PENANG, SINGAPORE &amp; SAIGON.

The above mentioned vessel having arrived from the above mentioned ports, Consignees of cargo are hereby informed that they must take immediate delivery of same from alongside, and all cargo impeding discharge will be landed at their risk and expense into the Pacific Mail Steamship Company's Godowns at West Point and stored at Consignees' risk.

Consignees of cargo are hereby notified that they must produce an Import Permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading can be countersigned.

All broken, chafed and damaged goods are to be left in the Godowns where they will be examined on September 17th at 10 a.m.

All claims must be presented within a week of the steamer's arrival here after which they cannot be recognized.

No claims will be admitted after the goods have left the Godowns, and all goods remaining undelivered after September 18th will be subject to rent.

No fire insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

PACIFIC MAIL S.S. CO. As Operators, U.S. Shipping Board. Hongkong, 11th September, 1920.

## CONSIGNEES.

## NOTICE TO CONSIGNEES.

THE ADMIRAL LINE.

The Steamship "WAWALONA"

having arrived from Portland, Ore., via ports, on September 10th consignees are hereby notified that their cargo is being landed at their risk into the Hazardous and/or Extra-Hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, and stored at consignees' risk.

Consignees of cargo must produce an Import permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading will be countersigned.

All broken, chafed and damaged cargo is to be left in the Godowns where it will be examined at 10 a.m. on 16th inst. by the Co's Surveyors, Messrs. Goddard and Douglas.

All claims must be presented within thirty days of the steamer's arrival here, after which they cannot be recognized. No claim will be recognized after the goods have left the Godowns, and cargo undelivered on and after September 17th will be subject to rent.

No fire insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

PACIFIC STEAMSHIP CO. United States Shipping Board Emergency Fleet Corporation Managing Agents.

THE ADMIRAL LINE. 5th Floor Hotel Mansions. Hongkong, 10th September, 1920.

## W. S. BAILEY &amp; CO., LTD.

ENGINEERS &amp; SHIP-BUILDERS, HOK UN KOWLOON.

## HAMBOUR REPAIRS

Call Flag "L"

Sole Agents for "KELVIN MOTORS." Motors from 12 B.H.P. to 50 B.H.P. now in stock also spare parts.

Works ... Tel. K.21.  
Manager ... K.329.  
Secretary ... K.369.  
Harbour Engineer ... K.23.  
Telegrams "SEYBOURNE."

## CONSIGNEES.

TOYO KISEN KAISHA. NOTICE TO CONSIGNEES.

S. S. "PERSIA MARU" From SAN FRANCISCO via HONOLULU, JAPAN PORTS & MANILA.

From SOUTH AMERICAN PORTS via SAN FRANCISCO, HONOLULU & JAPAN PORTS. The above named Steamer having arrived, on Friday, Sept. 10th 1920, consignees of cargo are hereby notified to present their Bills of Lading for countersignature, and take immediate delivery from alongside steamer or the Company's Godown, where all cargo impeding immediate discharge will be landed at consignee's risk.

Storage will be assessed on cargo remaining undelivered after 17th Sept. 1920. All broken, chafed and damaged packages will be landed into the company's Godowns, where same will be examined on September 18th at 10 a.m.

No Claims will be recognized after the goods have left the steamer or Godown, and none will be entertained if presented later than three weeks after arrival of steamer.

No Fire Insurance whatever will be effected.

Y. TSUTSUMI, Manager. Hongkong, 10th September, 1920.

## NOTICE TO CONSIGNEES.

"BEN" LINE OF STEAMERS.

From ANTWERP, MIDDLESBRO, LONDON and STRAITS.

The Steamship "BENALDER"

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 18th Sept. will be subject to rent.

All claims against the steamer must be presented to the Under-signed on or before the 25th Sept. or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 18th Sept. at 10 a.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by

GIBB, LIVINGSTON & CO. Agents. Hongkong, 11th September, 1920.

## EARLIER TELEGRAMS.

(Continued from page 3.)

## THE IRISH MURDERS.

London, Sept. 9.

A captured copy of the official organ of the Irish Volunteers provides an illuminating insight into the avowed purposes of the present Sinn Fein campaign of murders. The paper declares: "To-day the first line of the enemy, the chief instrument of executive power, has broken down and ceased to be effective. The Irish Constabulary have been driven from their outposts. Nearly five hundred of their strongholds have been evacuated or destroyed and they have been forced to concentrate only in certain strong centres, where, in some parts of the country, they are in the position of a beleaguered garrison. They are no longer effective for the purpose for which they are intended," (namely, maintenance of ordinary civil law and order, upon which every civilisation depends).

London, Sept. 10.

It is stated that Mr. Bonar Law favours the proposals recently submitted by Ulster Unionists, by which, failing adequate military protection for the Loyalists' force, special constables should be organised, armed by the Government, to assist the military in Ulster. He further stated that the Cabinet decision on the subject will be made during the week end.

## THE TRADE UNIONISTS.

London, Sept. 11.

The Trade Union Congress at Portsmouth concluded this morning, when the result of the election of Parliamentary Committee was announced. Mr. J. H. Thomas headed the poll with over five million votes, while it is significant that Mr. Smillie, who was not a member of the old committee, was elected with nearly four million votes. Mr. Thomas, in a striking closing speech, emphasised the need for Trade Union unity in view of the difficulties of the next few weeks. He declared they must not allow prejudice or bias to influence their decisions. They were not enemies to their country. They loved their country, but their country could not be made great and happy by bloodshed on the battlefield but only by comfort in cottage homes. During the next few weeks every word and action should be thought out. Whilst determined to do justice to one class, they were equally determined to keep in mind the interests of the whole community. (Loud Cheers).

## THE KNIGHTS OF COLOMBUS.

Paris, Sept. 9.

A delegation of the American Society, Knights of Columbus, paid a visit to Marshal Joffre and laid a flower wreath on the tomb of Lafayette. They were afterwards entertained in Paris City Hall.—Havas

## M. CLEMENCEAU COMING EAST.

Singapore, Sept. 11.

The "Intransigent" states that M. Clemenceau is sailing for Singapore on the 20th September aboard the La Cordillere, after which he will visit Calcutta, accompanied by Doctor Cholet. He hopes to return to France at the end of the year.

## GEORGIA'S NEEDS.

Paris, Sept. 9.

According to "Le Temps," the Foreign Minister of the Republic of Georgia visited the Secretary of Foreign Affairs to whom he submitted the present needs of Georgia.—Havas

## JAPANESE BEER IN ENGLAND.

London, Sept. 11.

The importation of beer from Japan is increasing. An expert declares it is a light, cheap, palatable beverage and expects it will become a strong rival of the lager variety.

## KAMENEFF OFF.

London, Sept. 11.

M. Kameneff has left for Russia.

## SHIPPING.

## HOLLAND-EAST ASIATIC SERVICE

Regular monthly service between

Japan ports, Shanghai, Hongkong and Manila and Amsterdam, Rotterdam, and Hamburg, Bremen

Steamers	Loading	For	Sailing
TOBA	11th Sept.	Rotterdam & Hamburg	14th Sept.
BAARN	October	Amsterdam & Hamburg	8th Oct.
TJIMANOEK	October	Rotterdam & Hamburg	21st Oct.
KANDIAN	November	Amsterdam & Hamburg	3rd Nov.
ALCHIBA	December	Rotterdam & Hamburg	20th Dec.
BORNEO	January	Amsterdam & Hamburg	31st Jan.

For full particulars please apply to

JAVA CHINA JAPAN LYN

General Agents. York Building.

## KONINKLYKE PAKETVAART MAATSCHAPPY (Royal Packet Navigation Co. of Batavia)

THE STEAMSHIP:

## "VAN WAERWYCK"

September 25th.

Singapore, Penang and Belawan Deli.

This vessel offers excellent cabin-accommodation for saloon passengers.

Wireless Telegraphy

For freight and passage apply to:

JAVA-CHINA-JAPAN LYN,

Telephone No. 1574.

Agents.

## WATERHOUSE LINE.

TRANS-PACIFIC FREIGHT SERVICE

Operating the following U. S. Shipping Board steamers

For SEATTLE - TACOMA - VICTORIA - VANCOUVER via Kobe and Yokohama.

"WEST IVAN" 25th September.

"EASTERN MARINER" 15th October.

further sailings to be announced later. Through Bills issued to all Overland Common points in U.S. and Canada.

For rates and full particulars apply to FRANK WATERHOUSE & CO. 1st Floor, Hotel Mansions. Telephone 3507.

## HONGKONG, CANTON &amp; MACAO STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION CO., LTD.

## HONGKONG-CANTON LINE.

Sailing—To Canton daily at 3 a.m. (Sundays excepted) and 10 p.m.

From Canton daily at 3 a.m. and 5 p.m. (Sundays 5 p.m. only).

SERVICE OF THE HONGKONG, CANTON &amp; MACAO STEAMBOAT CO., LTD.

## HONGKONG-MACAO LINE.

To Macao—Daily at 8 A.M. and 5 P.M. (Sundays at 9 A.M.)

From Macao—Daily at 8.30 A.M. and 2 P.M. (Mondays at 7 A.M. &amp; 2 P.M. Sundays at 5 P.M. only.)

Police Permits to leave the Colony are not required.

Further information may be obtained at the Coy's Office, Hotel Mansions or from Messrs. Thos. Cook & Son, Booking Agents, Hongkong.

## EARLIER SPECIAL TELEGRAMS.

(From Our Own Correspondents.)

## STRAITS HEALTH SERVICE.

Singapore, September 11.

It is understood that the Medical Services of the Colony and the F. M. S. are being put under a Supreme Director. The curative and preventive branches are being separated and the services of an expert in malaria and yellow jack secured.

## SINGAPORE BANK EXTENDING.

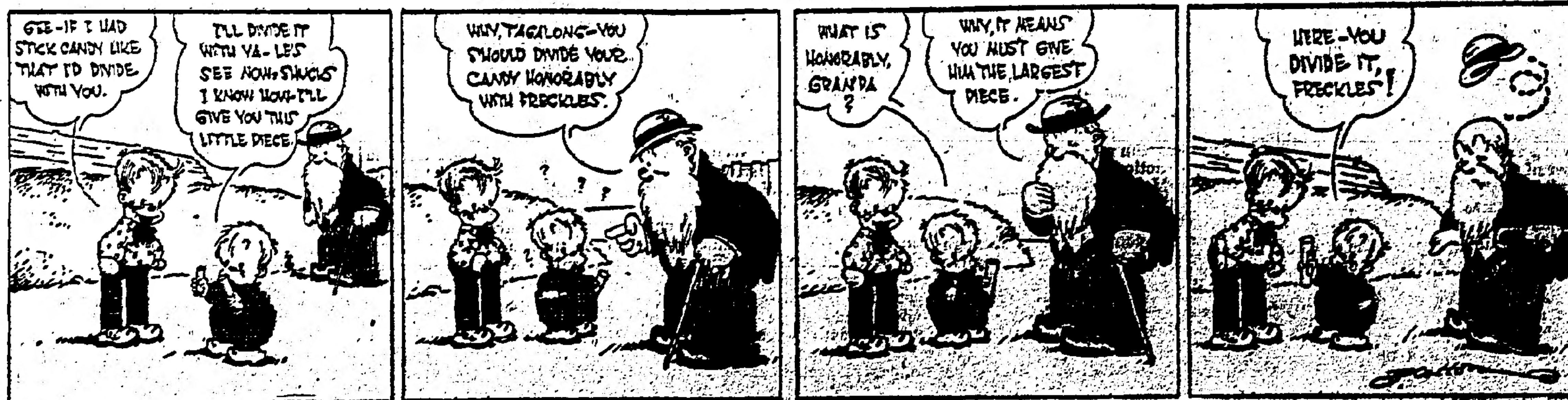
Singapore, September 11.

The Ho Hong Bank is increasing its capital to \$12,000,000.

## FRECKLES AND HIS FRIENDS

He'd Rather Freckles Would Be Honorable!

BY BLOSSER





# WATSON'S STONE GINGER-BEER

The ONLY fermented Stone Ginger-Beer in the Far East.

The real charm of Stone Ginger-Beer is the flavour produced by partial fermentation; without this no Stone Ginger-Beer can be said to be genuine.

\$1.20 per dozen.

## A.S. WATSON & CO., LTD.

STERILIZED WATER MANUFACTURERS.

Telephone 436.

Cable Address: Telegraph, Hongkong.

Telephone: No. 1. A.B.C., 5th edition. Western Union.

Office address: 11, Ice House Street.

### BIRTH.

ASGER.—On September 11th, at Nashville, Tennessee, U. S. A. to Dr. and Mrs. M. E. Asger, a son.

## The Hongkong Telegraph

HONGKONG, MONDAY, SEPTEMBER 13, 1920.

### THE VOLUNTEER DEFENCE CORPS.

Although most of the matters dealt with referred to the year 1918-1919, the reports in Saturday's Government Gazette relating to the working of the Hongkong Defence Corps have been read with considerable interest not only by the members of the old Corps but also the Colony's public generally. Without going too much into the past we can excusably refer to the enormous sums paid to Major (now Colonel) Morgan, for it must be generally admitted that his efficient administration had much to do with the success of the Corps during his term of service as Administrative Commandant. And the recognition given to the work of the other officers, notably that of Captain Stewart, will have been read with pleasure by all who served under them.

The main value of the Report is the appeal that comes from the Overseas Defence Committee for men of the Colony to continue to render the same valuable service that they did in the days of the war. They express the hope that now the war is over, and that there is not the same inducement for men to interest themselves in military service, the efficiency of the Corps will not be allowed to deteriorate and that every possible effort will be made to keep the spirit of keenness shown by all ranks during the emergency period, and to maintain an efficient force at the maximum strength practicable. And it proceeds to point out that, in view of the increased obligations of the Imperial Government due to the war, even greater reliance than in the past will in the future have to be placed on Colonies to maintain their local forces at the maximum strength practicable so as to make it possible to reduce to a minimum the Imperial expenditure on garrisons and warships maintained overseas. The Committee look with confidence to the Hongkong Defence Corps to maintain so far as practicable in the future the high standard of efficiency which was reached during the war. We have practically repeated the words of the Report because we feel that they cannot be stressed too strongly. The force of the argument used is apparent, but it takes a lot to convince some people. When we look at what has been done by the Hongkong Government as regards the future of the Corps there is very little but praise to be meted out. True, the Government was a little slow in bringing back that auxiliary military service in the Colony to a volunteer status, but the thing to be remembered is that it did eventually pay heed to a public demand—a demand that we were glad to assist in making. Not all Colonial Governments have been as advanced as Hongkong in that respect, and our local men owe the Government a little practical loyalty in expression of their pleasure. The force has been totally reorganised on a very democratic basis; the conditions of service have been made as light as is compatible with reasonable efficiency, and there have already been appointed officers who should do much to make the Corps attractive.

It is common knowledge that the present strength of the Corps is considerably below what was expected, and that very many men, having been freed from their compulsory service, have refrained from joining up, consoling their conscience with the excuse that they have already "done their bit." It is to such men as these that the force of the appeal from Home should come. Let us not evade the point that in many respects volunteer service entails the giving up of time and, perhaps, a little leisure or pleasure, but let us also point out that it is as much a duty to assist the Government in times of peace as in times of war. Citizens have responsibilities as well as privileges and without the shouldering of these no man can lay claim to be a full member of the community. The Government has a right to expect the service of able-bodied men especially when the economy is of paramount importance. Within the next few weeks we shall see the beginning of the training season, and it would be a tribute to Hongkong's manhood if the beginning of that season could witness a very large increase in the strength of the Corps. We make this appeal on behalf of the Corps in all seriousness, for having been in the van of those protesting against compulsory service we are anxious that there should be no vestige of an excuse for its re-imposition. In plain English, it's up to the men of Hongkong to justify the Government's faith in them.

### NOTES & COMMENTS.

#### KOWLOON NOISES.

As the writer of our Kowloon Notes remarked, it would indeed be a regrettable state of affairs if the laws of the Colony relating to night noises did not operate in the residential part of the peninsula. We can, however, assure him and others interested that they do, for the section of the Summary Offences Ordinance dealing with this matter now applies to the whole district south of Austin Road and including such thoroughfares as Nathan Road, Haiphong Road and Chatham Road. In other words, the law applies to the whole residential district of what is known as Kowloon Point, therefore embracing the locality which our correspondent calls "Flatland." Put into ordinary phraseology, the Ordinance section means that anyone has the right to prosecute neighbours who cause to be any noise whatever which disturbs his peace and quietude. So that if between these hours your neighbour's piano-playing, singing or gramophone entertainment annoys you, you can stop him at law. But we presume that nobody but a crank or a kill-joy would want to see the law applied literally, for that would put an end to all conviviality. The thing that is resented is unlimited noise kept up until a late hour, which is a procedure to which everybody has a right to object. If conditions in this regard in certain Kowloon localities are really as bad as is reported, then we agree with our contributor that it's a matter that warrants Police interference.

#### THE UNIVERSITY.

That the Government realises the high value of the University as a Far Eastern centre of educational influence is demonstrated by the liberality of its recommendations for dealing with the finances of that institution. It was evident from the preliminary report recently issued that the one great need of the University, if it was to fulfil its rightful functions, was more money. The finances had got into a very bad way, and it was obvious that with such a burden of debt resting upon it the institution could not possibly continue to meet the responsibilities which its existence involved. So the Government has now practically taken over the management of the University, at least for the time being, for its decision is to exercise power of final control over expenditure and "a certain amount of general supervision." In view of the nature of the financial obligations which the Government is to assume, that surely cannot be objected to. These obligations are a contribution of £1,000,000 to the Endowment Fund, an increase in the yearly grant and the meeting of the existing indebtedness of about £500,000 in respect of the bank overdraft and about £70,000 in respect of the deficit on Sinking Fund. This means, we are informed, freedom from present debts and an assured adequate income for the future. In the circumstances, we cannot but think that Government is doing the right thing by acting as it proposes to do on the advice of the Commission. As to who was responsible for allowing the University's finances to get into such a terrible muddle and its general condition to decline so that it has become necessary to embark on reorganisation to secure "proper management and effective control" of its affairs, nothing is said in this latest statement. But perhaps it is just as well to let the black chapter be forgotten. We are going to begin all over again. It will be an expensive beginning, but let us hope there will be a happy ending.

#### ROAD CONSTRUCTION.

To the class of people for whom it is intended, "Modern Road Construction and Maintenance," the latest book written by Mr. H. E. Goldsmith, of the Hongkong P.W.D., should prove of extreme value. It is a most exhaustive treatise on a subject of high importance in these days of motor traction, and the author deals with the many problems encountered in a manner that stamps him as an expert on road construction. In his introduction, Mr. Goldsmith lays stress on the difficulties which the road engineer in the tropics has to contend with through torrential rainstorms, excessive heat and winds of great velocity, and he tells how these have been overcome in Hongkong. The book is splendidly illustrated and its general production is a credit to Messrs. Kelly and Walsh, its

### DAY BY DAY.

EVERYONE WHO PUTS UP A FENCE, FENCES OUT MORE THAN HE FENCES IN.

The agenda for to-morrow's Sanitary Board meeting is of a routine character.

There was one non-fatal case of enteric notified on Saturday, the sufferer being a Britisher.

The inclement weather on Saturday night necessitated an abandonment of the K. C. G. open-air concert.

A Chinese was on Saturday afternoon stabbed to death in Kowloon by a number of assailants who have since made their escape. The remains of the murdered man were removed to the Mortuary.

The funeral took place yesterday evening of Warden Dempsey, Victoria Gaol who was a victim to influenza. He died yesterday morning. The deceased was formerly a Sergeant in the R. A. M. C. and joined the Gaol staff about a year ago.

We are informed that the Banque Industrielle de Chine will open, very shortly two new branches at Phnom-Penh, the capital of Cambodia, near Angkor, and at Tainan-fou, the capital of Shantung, for the convenience of trade and tourist traffic.

The local branch of the Banque Industrielle de Chine has received a communique from its Head Office stating that France will issue shortly 6% Rentes Perpetuelles, at par. Interest will be payable half-yearly, the first instalment being due on 15th December next.

A message which proved to have originated from a false alarm brought out the Fire Brigade to the scene of a supposed outbreak at Wanchai. Whilst speeding over the tram track, one of the Brigade motors skidded on the slippery surface, and came into collision with a tramcar which was coming from the opposite direction. Fortunately no one was injured, though a ladder was badly damaged as the result of the impact.

The British India Apcar steamship Takada, which left Kobe on the 12th August, for Calcutta, when 180 miles of Nagasaki, on the 15th discovered the Japanese motor-boat Kichibo-maru in distress. The Takada stopped and on seeing her condition towed her back to the nearest port. The news of the incident has been received by a radio message from the Japanese passengers on board the Takada, who desire to express their hearty thanks to Captain Harvey of the Takada for the rescue, which was only accomplished at great sacrifice of time and expense.

The motor buses now being put together by the Ming Ai Company for the Kwangtung Tramway Company may be expected to have their first run on or about the Midautumn Festival, coming within the next two weeks, says the Canton Times. The first road to enjoy the service will be Wai Oi Maloo, running from what was formerly the West to the East Gate. The fare for the whole trip will be 20 cents. Permanent regulations for the service have not yet been adopted. It is understood that the service may be classified into first and second class.

#### LONDON MAYOR WHO BEGAN LIFE AS A PORTER.

Councillor W. Carter, Mayor of St. Pancras, told the boys at Levensden Poorlaw Schools recently that they were beginning life with opportunities which were denied him when he was a lad. "I came to London as an ordinary porter on the railway," he remarked. "I tell you this for your encouragement."

Incidentally, we see it stated that the P. W. D. has now sufficient data to work upon to ensure the most suitable surfacing being laid to take the traffic over the several districts efficiently and at a minimum cost. If that is so, then the sooner the main motor roads of the Colony are given modern treatment, the better for the roads and for ratepayers' pockets as well.

### CURRENT COIN.

(BY "MERCATOR.")

The week has been another uneventful one. Merchants are all singing jacobins of bad times and rotten trade, and a good few are berating the Chinese for continuing the mad internecine strife. The fighting in the interior is interfering with trade, and there is no likelihood of a turn in the tide for some time to come. The dealers in the interior are frightened to import anything for fear of it being seized by the troops. Although Manchester and Bradford prices are inclined to be on the down grade, this has not tempted the Chinese to make any purchases, as there is a great sense of insecurity in their country. Consequently, both the piece-goods and the yarn and metals markets are lifeless. There is all-round inactivity.

Egypt has been buying Australian flour in the market here. Unfortunately, there is very little of this grade flour in Hongkong, and the surprising thing is that 2,200 tons of it was shipped from here to Egypt at the end of last month. Egypt finds it cheaper to buy from Hongkong, than, I presume, from the Straits Settlements or Shanghai. Enquiries continue coming in from Egypt, but cannot be fulfilled. On hand I am told, there are orders for some 6,000 tons of Australian flour, and it will surprise me were a third of this quantity collected from dealers who hold such stocks. There seems to be no finality with regard to the future control of the Australian wheat industry. It is believed in some quarters that the Australian Government will not make its intentions public until something definite is known of the freight position. Freight, in a very large measure, governs the situation. There is little movement of stocks of flour locally. Arrivals from the United States are small, nor is Shanghai flour coming freely into the market.

A cable was received in the Colony during the week, reading: "Cuban decree signed September 3rd, licensing shipments six months," which is equivalent to an embargo on imports of rice into Havana. In other words, it means that when the Cuban merchant wants to import rice from Hongkong he will have to secure a licence from the Government, which is practically prohibiting the imports of rice for six months. The Cuban Government has probably stepped in under pressure of the San Francisco merchants, and is trying to help them out of the rice fiasco. It follows that if no rice is allowed to go into Havana, the importer there will be obliged to take delivery of his contracts which are staring him in the face. There will be no temptation to purchase rice in Hongkong at cheaper rates than he had contracted for. Supposing, I am an importer in Cuba and I purchased rice at \$4.12 and I find that I can now purchase it at \$4.56. I may argue "Why should I take delivery at \$12 when I can get the same stuff for \$5?" Probably, this feeling has been abroad in Cuba and the Government there thinks that by placing an embargo on the imports of rice into the country for six months it will compel the merchants to take delivery of the rice they have contracted for. Let us pray that these hopes will not be falsified.

Stocks of rice in Hongkong are getting a bit lower. There have been no big shipments from Saigon, while, on the other hand, there have been some exports to Calao, Manila and also to Japan. If arrivals come from Saigon, they may help to weaken prices a little. There is a great deal of old crop Tongking rice in the Colony. The quantity is assessed at 40,000 bags. I have an idea that when the new crop comes in the people who will be purchasing that grade will get their consignments mixed with a portion of the old crop. Prices have stiffened during the past few days on account of enquiries and on account of the fact that stocks in the Colony are low. There are indications from San Francisco that prices ruling here are too high for that market. Therefore, prices will have to fall for the other side to do business.

By the Argo Maru and the Borneo Maru there is being shipped a good quantity of rice for

### TO-DAY'S MISCELLANY.

The British Academy, which, as its president, Sir Frederick Kenyon, has been pointing out, receives no subsidy from the Government, is quite a "baby" among organisations of this nature, for it was not until the opening year of the twentieth century that it held its first meeting, and the Royal Charter came later. Among the original Fellows of the Academy are Lord Rosebery, Mr. Balfour, and Viscount Morley, while Lord Reay was its first president. The agnomen of the 100 Fellows allowed by the Order in Council is F.R.A., but it is little known, and seems to be but seldom used by the distinguished men who possess the right to the initials.

Dartmoor Prison is about to undergo another change of character. Originally built for French and American prisoners of war, and then for many years one of the terrors of convicted felons, the frowning granite gaol at Princetown became during the war a home for conscientious objectors. It is now to be turned into a headquarters for the Borstal treatment of young prisoners. All old convicts will shortly be moved, and the last will be seen of the quarry, farm, and field gangs, and their chain-linked ranks. The Borstal prisoners will be allowed a degree of freedom never associated with the other inhabitants of the gaol. Details are being completed by Mr. Grant Wilson, of the Borstal Institution, with Colonels Knox and Rogers and Mr. Waller, of the Prisons Commission.

A naive commendation of the hobby of yachting will be found in Henry Fielding's account of his "Voyage to Lisbon." "I cannot pass by," he says, "another observation on the deplorable want of taste in our enjoyments which we show by the pursuit of what seems to me the highest degree of amusement; this is, the sailing ourselves in little vessels of our own, contrived only for our ease and accommodation." He admits that this amusement, if enjoyed in any perfection, would be of the expensive kind, but points out that such expense would not exceed the reach of a moderate fortune, and would fall very short of the prices which are daily paid for pleasures of a far inferior rate. "The truth, I believe, is," he continues, "that sailing in the manner I have just mentioned is a pleasure rather unknown, or unthought of, than rejected by those who have experienced it; unless, perhaps, the apprehension of danger or sea-sickness may be supposed, by the timorous and delicate, to make too large deductions."

The theatre world is crumbling says a writer in a Home paper. Seven theatres closed down last Saturday night, and others are showing the distress signal "Last Nights." Such a general smash at the height of the London season has never been witnessed. What is the meaning of it all? All sorts of explanations are given. The fine weather, the Daylight Saving Act, the all-conquering cinema, the Excess Profits Tax, high wages, high rents, and high costs are all mentioned. I wonder the "Illuminati" have not been dragged in. The curious thing is there are four plays, perhaps five, which are attracting crowded audiences every night. I will tell more of them again, but of, say, 50 London entertainments these five are about the only ones worth seeing. The remainder may be politely summarised as rubbish. Theatre audiences are not so rude as of old. They simply sit quietly away and have a game of tennis or marbles. Of the five successful plays, three are by men of pre-war fame, one is by an amateur playwright, and the other was first produced in 1728. Where are all the young dramatists? None have appeared during the year. The simple truth is that they all went down in the terrible blizzard of the past five years. The intellectual sterility, which follows in the wake of all great wars, is blighting every institution to-day and has fallen with full force on the drama. That's all. In 20 years' time we may well round about, under the name of the "Illuminati," what is another war to end war.

Cuba and Calao. Messrs. Moulder and Co., Ltd., have some thousand tons of Saigon long white going on these boats, while among the other shippers are the Mitsui, Busan Kabush, Messrs. H. Stephens and Co., Messrs. Rocha and Co., and others. Most of these cargoes had been sold at \$6.80 per 100 lbs. There are over fifty rice exporters in the Colony, and of these only nine have agreed to refrain from quoting to Cuba for rice. The rest oppose the idea. It is interesting to study the antics of the San Francisco houses. The importing firms there had demoralised the Cuban rice market by dumping heavy stocks on Cuba. They sent representatives to Saigon to buy direct from there all the available rice supplies, and boats chock full of this cereal left Saigon direct for Cuba. The Hongkong exporter did not bring about the crisis in Cuba. Now that these San Francisco merchants are in trouble they have appealed to the exporters here to refrain from quoting for rice to Cuba, as heavy and high-priced stocks are lying both at San Francisco and Cuba. Naturally enough, the rice exporters here did not fall in with the idea of the Californian Rice Association, and the latter, to save the faces of their members, probably appealed to the Cuban Government to issue the decree mentioned. It is rather hard on the local exporters to have a market like Cuba, which desires to buy rice at the ruling rates to-day, barred to them. I have felt quite amused at our friends at San Francisco decrying the Cuban importer for his lack of commercial morality for refusing to take delivery of rice sold to him, on some technical grounds. Two wrongs do not make one right, and it does not follow that simply because some Cuban importers had declined to take delivery of the contracts the San Francisco houses should do the same. The cartoons depicting the Cuban rice merchant as a depraved creature are just as applicable to the San Francisco as to the Cuban merchant. If some of these folks only saw themselves in the light that the Hongkong aggrieved rice exporter sees them, they would sing a different song. It has been a sorry business, my masters.

Rice control in Ceylon seems to have been abolished so far as it affects the consumer. The stocks of rice in that country are reported to be unprecedented and are ample for all requirements for the remainder of the year. The enormous stocks of rice in Ceylon, though eminently pleasing to the consumer, are causing no little perturbation to the merchants there, for the grain, which must be maintained in the granaries, is subject to serious deterioration. Prices are coming down, and as much as forty million rupees are stated to be locked up in stocks of rice. Those who hold large stocks may be ruined, if there is a sudden drop without warning. The position in India is not clear. The monsoon is stated to have been so far a failure, and there are rumours that the rainfall even in Burma is in deficit.

The matting trade is a valuable one to the Colony. Last year the export of mats from the Colony were valued at \$1,734,718 as compared with \$1,114,355 in the previous year, and \$771,882 in 1917. The total exports of mats and matting were valued last year at \$2,585,326 as compared with a total value of \$1,856,247 the year previous. Of the exports of mats Japan took 76 per cent. and of matting 64 per cent., that country taking 72 per cent. of the total exports, whereas in 1918 Japan took only 25 per cent. of the total. Towards the latter part of last year the United Kingdom and Northern Europe took considerable quantities of mats and matting from Hongkong. It is notable that much of this trade has gone to other parts of the Far East, especially Siam and Indo-China. In the second quarter of this year we exported mats to the value of \$103,147 compared with \$28,924 in the corresponding period of last year. The exports of matting amounted to \$25,588 against \$54,829. Japan took less than this quarter than in the second quarter of last year, the figures being \$44,358 against \$72,246. Her imports of matting from Hongkong were valued at \$22,448 against \$41,833 in the corresponding period last year. The share of the United Kingdom in mats was \$5,825 against \$631 last year; in the second quarter, The United States took \$7,430 against \$4,068.



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## THE LABOUR LEADER.

## MR. BARNES'S CRITICISM.

The following article by the Right Hon. G. N. Barnes, M.P., appears in the July number of *The Industrial League and Council Journal*:

If anyone had predicted at the beginning of last year that we could demobilise nearly five million men from the Army and Navy, and, except for a matter of a quarter of a million, absorb them all into civil employment, and that it should be done in less than eighteen months, then that person would have been regarded as unduly optimistic. Yet it has been done. The number of unemployed to-day is less than one half of the number sometimes on our hands in periods of unemployment in pre-war days. I mention these facts so that readers may be reassured if they are inclined to be "humpy." There are so many among us who are never so happy as when they are making themselves miserable by looking at the black side of things. But now, even though I be thought to be falling into the lapse just mentioned, let me present one or two comments on some things which, if they are not black, do at all events give cause for concern.

The worst aspect of public affairs from the Labour point of view is the sheer irresponsibility and lack of moral courage on the part of Labour spokesmen. They are always anxious to shuffle on to somebody else—or something else—what ought to be done by themselves. I have noted this tendency with very great regret, because I remember the stalwart figure of the old trade union official, who, if he did not know much about the higher criticism, knew at least his own mind and had pluck to express it. But I have regretted it still more because, as a trade unionist, I should like to have seen the trade union spokesmen taking a manly part in helping the country through a dangerous crisis. Trade unionism is no longer a mere sectional institution. Trade unionists have won their way to citizenship. They have also won a position of material prosperity in the community equal to those classes which used to be regarded as above the ranks of Labour. In short, the manual worker is now on an equal plane with anyone else, and the time has gone for them to be

regarded as inferior or to be looked down upon. Yet his spokesmen still regard him in that light and regard themselves as the representatives of an inferior class at war with the community. Instead of encouraging community sense they discourage it, and are always appealing to a wretched class prejudice which, whatever justification it once had, has none now. And so the worker is lowered in his own estimation and in the estimation of the community—Labour is caricatured in corduroys and hobnailed boots, and is thought of in like manner. And Labour has itself to blame, if its spokesmen may be taken as truly representative.

The Labour "leader" is afraid to follow.

## CONFERENCES.

A good illustration of this "safe" attitude is to be found in the intimation that a special conference is to be held to discuss Ireland and Poland. The Irish trade unionists, or that portion of them which are Sinn Féin, have demanded the intervention of British trade unionists in the way of a general strike against the handing of goods intended for the use of the police in protecting themselves against murder. Instead of telling the Sinn Féin Irishmen to get on with their work like sensible men, the British trade union leaders advise the convening of a special conference of British and Irish trade unionists to discuss Poland, as well as Ireland. And so British trade unionists are committed out of hand to a conference which must be futile and may be worse, the brainy Irishmen have jockeyed the dull witted and pusillanimous British "leader" into a ridiculous position.

As I write I note that another meeting of trade union leaders have taken Hungary under their wing and are urging dreadful things on the ground of some alleged misdoings in that unhappy country. Some of them—with a lack of logic as well as of leadership—are the same persons who have protested loud and long against interference in Russia.

But the chief yearning of the British trade union "leader" is for conferences. Conferences have not any representative value. Everybody knows that they have become mere mass meetings of lay figures for platform purposes.

## IRELAND.

I wonder sometimes if the rank and file of the trade unionists

## CORRESPONDENCE.

(To the Editor of the "Hongkong Telegraph.")

WANTED: A CHINA SETTING.

Sir.—The University Dramatic Society is very anxious to obtain the immediate loan of Pere Favier's "Peking." I should be exceedingly grateful if any of your readers who is in possession of this work would be kind enough to lend me the book for a few days.

Our Society is hoping to produce some of Lord Dunsany's plays at the City Hall next month, and as one of the scenes of the plays is laid in China our producers are anxious to consult the book in question on matters of setting.—Yours etc.,

N. TEE-SOLE MACKINTOSH,  
Registrar.  
Hongkong, 11th. Sept. 1930.

## LAWN BOWLS.

## INTERESTING ITEMS.

Rain again interfered with the League Matches on Saturday last. Kowloon were to be at home to their next door neighbours, the K.C.C., and were looking forward to annexing the two points needed to secure the League Championship.

The inclusion of three of Kowloon's regular League players in the interport team for Shanghai slightly weakens their force, but the places can be filled from a good reserve line.

The League Table now stands as under:—

	P.	W.	L.	Pts.
Kowloon	5	5	1	10
Taikoo	8	5	3	10
Police	7	3	4	6
K.C.C.	7	3	4	6
C.S.	8	2	6	4

The open Singles Championship is drawing near a completion and has been fruitful of several keen contests. Three semi-finalists are McLachlan (Taikoo), A. R. Clarke (Police) and Muir (Kowloon), with J. S. Keith (Kowloon) and Grant (Police) to play off to make the fourth.

In connection with this Competition, the Directors of Messrs. Wiseman, Ltd., have kindly presented a handsome silver cup.

The interport players for Shanghai leave by the s.s. "Shi-yang" to-morrow and should arrive there on the 16th or 19th. The Hankow team is due to arrive in Shanghai on 14th inst., and the matches with Hankow and Shanghai will probably be played on the 20th and 21st. Arrangements are being made to have the results cabled to the Secretary of the Hongkong Lawn Bowls Association.

will ever be able to stop these machine-made fantastic gatherings for fantastic purposes which have now become so common. They do no good because they have ceased to be impressive. They cannot be representative because time is not given to get the views of the workshops, or representatives chosen from the ranks. I write this on June 5, and the conference is, I think, summoned for June 15. The same persons will be there—if the conference is held—as have attended conferences of the last five years on anything but winning the war, which was the one supreme interest for trade unionists as well as for everybody else. There will be blatant denunciation and emission of poison gas calculated, if not intended, to ferment anarchy. The only result—if the conference is not somehow quietly shelved, as I hope it may be—will be to fritter away the money of the trade unionists and bring trade unionism into contempt.

But, now, I am going to commit myself to another inconsistency. I would like to see a conference of representatives of all trade unionists in Ireland devoting themselves to thrashing out the difficulties in applying the principle of self-determination to their country and bringing the weight of their influence to bear so as to stop the killing of humble policemen in the discharge of their duty. Such a conference would do much to restore the prestige of trade unionism, and if successful, would do much to bring peace and reconciliation to an afflicted country. I am sure that, if Dublin and Belfast trade unionists agreed, the path to peace would be cleared.

## DAIRY FARM NEWS.

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## ILLITERACY IN AMERICA.

25,000,000 CAN'T READ.

Oakland, Cal., Aug. 7.—There are 25,000,000 people in the United States who cannot read an ordinary newspaper!

This appalling revelation of illiteracy, made recently to the National Educational Association, has startled the teachers of the nation to action, and a dual programme to back the Smith-Towner Bill in Congress and to enlist more and better recruits in the army of teachers through higher salaries is being pushed as the one big job for American educators.

Mr. Fred M. Hunter, newly elected President of the N. E. A., considers the illiteracy problem the most alarming thing in the nation, and says that the only way to combat Bolshevism is to wipe out the dark spots of foreign-born slum centres with the light of education.

"Do you want to know what is the matter with America?" asked Mr. Hunter, who is head of the Oakland school system, one of the most advanced in America.

The recent draft revealed the shocking fact that about one in four Americans cannot read and write.

EXODUS OF TEACHERS CRITICAL. "On the other hand this need for education is coupled with just as alarming an exodus from the profession of our best young men and women because of the low salaries paid."

Here are some of the startling facts given out by Mr. Hunter: "There are between 33,000,000 and 35,000,000 foreign-born or children of foreign-born in the United States usually crowded about the industrial centres. It is here where ignorance flourishes, where the seeds of Bolshevism find fertile soil, and largely where a quarter of our population cannot read a newspaper."

## THE SUPPLY.

"Out of the 25,000,000 children of school age, 10 million go to school under teachers who have had no professional training other than a high school education."

"Over 7 million go to teachers under 21 years of age, and 3 million to teachers with no high school education."

"Last year there were 18,000 schools closed for lack of teachers, and in New York City last winter 70,000 children were out of school for the same reason."

"California will open school this year with 400 rural teachers short."

"Men are leaving the profession faster than the women. Thirty years ago 37 per cent. of the teachers were men. In 1918 only 17 per cent. or one in five, are men."

"Normal schools are opening with a third or fourth less attendance than formerly."

## THE REASON.

"The average salary paid elementary school teachers in the United States is \$606 a year."

"California, at the top, pays \$891; Washington, \$883; District of Columbia, \$879; and Massachusetts, \$869."

"Georgia, at the bottom, pays \$314; Florida, \$361; West Virginia, \$385; and Maine, \$406."

"The average high school salary in the United States is \$1,031. The District of Columbia is highest, California second, Utah third and Massachusetts fourth."

"We must get our best young men and women into teaching," said Mr. Hunter. "Medicine, law,

## ASK YOURSELF THIS QUESTION.

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"What is the secret of good blood?" you ask. "How am I to restore health to my blood, and thus to my body, when I am feeling ailing and weary and old before my time?" Tens of thousands of people, not in this country only but throughout the world, will tell you that they have found this secret in Dr. Williams' pink pills, the renowned blood and nerve tonic.

For over thirty years, by their direct and powerful action on the whole system through the blood Dr. Williams' pink pills for pale people have been curing (often in the worst and apparently most hopeless cases where ordinary medicines have proved of no avail) anaemia, nervous breakdown, general weakness, indigestion, rheumatism, sciatica, neuralgia, partial paralysis, malaria, and the special ailments of women. They are obtainable from dealers everywhere, also direct from the Dr. Williams' Medicine Co., 96 Szachuen Road, Shanghai, at \$1.50 the bottle, \$5. for six bottles, post free.

If you are ill or ailing, or not so well as you would like to be, begin your own cure to-day. Delay where health is concerned is dangerous.

## NELSON.

## A CHILD'S ESSAY.

A child's essay on Nelson, not without its touches of humour appears in the *Comrades' Journal*. It reads as follows:—

"Lord Nelson was a great heroine he had fought and won many battles. His father sent Nelson to his uncle in the navy; his uncle wondered why was he the worse of the family chosen to risk his life on sea."

"His uncle said to him that the first time he would go to war that a cannon ball may knock off his head and provide for him at once. One day Nelson stand on shore a cannon ball landed at his foot, and some sand went in to wone of his eyes, and before long he was blind off one eye, and cripple of one arm."

journalism, furnish the pull that our profession lack.

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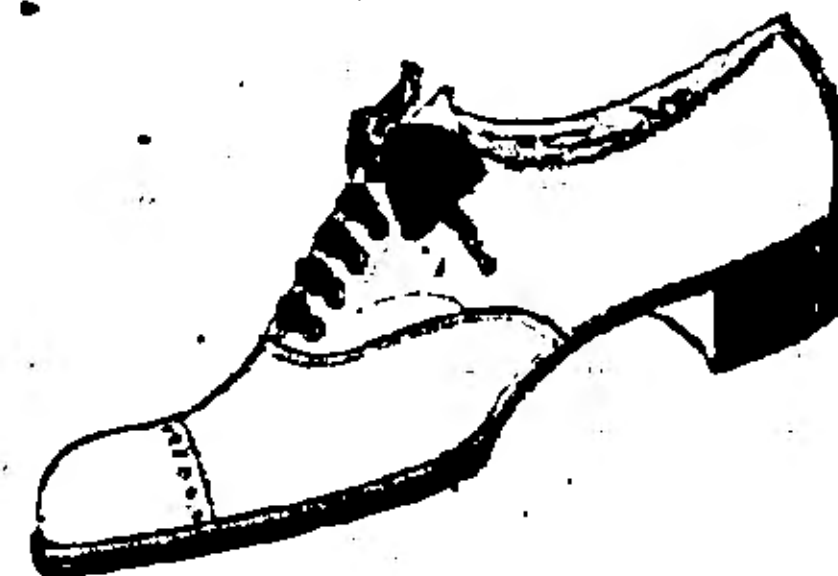
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THIRD FLOORTEL. 795,  
792.

## SAN FRANCISCO.

U.S.S.B.

## "WEST HEPBURN"

Sailing about October 1st.

THE ROBERT DOLLAR CO.,

Tel. 795 &amp; 792

Gen. P. O. Bldg.  
3rd Floor.HONGKONG  
SINGAPORE

\$

SAIGON  
SAMARANG

## SOURABAYA

REGULAR FORTNIGHTLY SAILINGS

TO AND FROM

THE ABOVE NAMED PORTS

NEXT SAILING

U.S.S.B. "GLYMONT"

Sailing on September 25th.

U.S.S.B. "LAKE FARRAR"

Sailing on October 1st.

Operated on behalf of U.S.S.B. Emergency Fleet  
Corporation. Through B/L issued to any port or  
common point destination in America or Canada.

For particulars and bookings apply to:-

THE ROBERT DOLLAR CO.

Tel. 792

RAY E. GUNN

Gen. P. O. Bldg.

795

Manager.

## SAILING DATES.

## EUROPE, USA, ETC.

Cyclops	B. & S.	Sept. 13
Jayhawk	P. & O.	Sept. 14
Bravo Ocean	S. & D.	Sept. 14
E. of Japan	C. P. O. S.	Sept. 14
Egmont	C. D. & Co.	Sept. 14
Toba	J. C. J. L.	Sept. 14
Achilles	B. & S.	Sept. 14
Easterling	P. S. Co.	Sept. 15
Cape May	P. S. Co.	Sept. 15
Montague	P. S. Co.	Sept. 15
Deuel	S. & D.	Sept. 15
Calcutta	M. N. Y. K.	Sept. 15
Dilwara	P. & O.	Sept. 17
Egmont	C. D. N. Co.	Sept. 20
Yokohama	N. Y. K.	Sept. 20
Surat	B. L.	Sept. 20
Honolulu	M. O. S. K.	Sept. 20
L. Farrar	R. D. Co.	Sept. 20
Mentor	B. & S.	Sept. 21
Kanawana	P. & O.	Sept. 22
Tanyo	M. N. Y. K.	Sept. 22
E. of Asia	C. P. O. S.	Sept. 23
West Hindoo	S. & D.	Sept. 24
Tanda	P. & O.	Sept. 24
Khiva	P. & O.	Sept. 24
Atlas	M. O. S. K.	Sept. 25
Van Waeyck	J. C. J. L.	Sept. 25
Crosskeys	A. L.	Sept. 25
Arabia	M. O. S. K.	Sept. 27
Korea	M. N. Y. K.	Sept. 30
Katori	M. N. Y. K.	Sept. 30
C. of Dunkirk	B. L.	Sept. 30
Electra	P. S. Co.	Sept. 30
Tosa	M. N. Y. K.	Sept. 30
Ajax	B. L.	Oct. 1
Changsha	B. & S.	Oct. 1
Tamba	M. N. Y. K.	Oct. 1
Hungaria	D. & Co.	Oct. 3
Eurypylus	B. & S.	Oct. 3
St. Albans	P. & O.	Oct. 6
Nankin	P. & O.	Oct. 8
Tajima	M. N. Y. K.	Oct. 8
Baarn	M. N. Y. K.	Oct. 8
Harold	D. R. D. Co.	Oct. 9
Madnan	F. W. & Co.	Oct. 10
Vinita	L. A. Co.	Oct. 13
Eldena	P. S. Co.	Oct. 13
Melville	D. R. D. Co.	Oct. 13
Mishima	M. N. Y. K.	Oct. 15
Nikko	M. N. Y. K.	Oct. 20
E. of Russia	C. P. O. S.	Oct. 21

## JAPAN, COAST PORTS, ETC.

Chenao	B. & S.	Sept. 13
Riojun	M. D. & Co.	Sept. 14
Suiyang	B. & S.	Sept. 14
Haihong	D. L. Co.	Sept. 14
Huichow	M. B. & S.	Sept. 14
Esang	J. M. Co.	Sept. 14
Yunnan	B. & S.	Sept. 14
Kumsang	J. M. Co.	Sept. 15
Tungshing	J. M. Co.	Sept. 15
Taian	M. N. Y. K.	Sept. 15
Loksang	J. M. Co.	Sept. 15
Chaksang	J. M. Co.	Sept. 15
Winsang	J. M. Co.	Sept. 15
Loongsang	J. M. Co.	Sept. 15
Kansu	B. & S.	Sept. 15
Tjileboet	J. C. J. L.	Sept. 15
Borneo	M. D. & Co.	Sept. 16
Tjibodas	J. C. J. L.	Sept. 16
Sinkiang	B. & S.	Sept. 16
Bengkalis	J. C. J. L.	Sept. 17
Sado	M. N. Y. K.	Sept. 17
St. Albans	P. & O.	Sept. 17
Hailong	D. L. Co.	Sept. 17
Nikko	M. N. Y. K.	Sept. 18
Tjibondari	J. C. J. L.	Sept. 18
G. Apari	P. & O.	Sept. 19
Shin-i	M. N. Y. K.	Sept. 20
Torilla	P. & O.	Sept. 21
Haiching	D. L. Co.	Sept. 21
Kashgar	P. & O.	Sept. 22
Tjimanoeck	J. C. J. L.	Sept. 26
Kitano	M. N. Y. K.	Sept. 30
Yotorofu	M. N. Y. K.	Sept. 31
E. Crown	S. & D.	Oct. 14
Aki	M. N. Y. K.	Oct. 16
Hokuto	M. D. & Co.	Oct. 19



## TRANS-PACIFIC FREIGHT SERVICE.

Operating the following U. S. Shipping Board Steamers.

For SEATTLE, TACOMA, VICTORIA, VANCOUVER.

(Calling at Shanghai and Kobe.)

"CROSSKEYS" ... About Sept. 25th.

"ICORUM" ... Oct. 5th.

For PORTLAND direct.

(Calling at Shanghai and Kobe.)

"MONTAGUE" ... About Sept. 15th.

For SEATTLE.

Through Bills of Lading issued to OVERLAND COMMON PORTS.

FOR FREIGHT AND PARTICULARS APPLY TO

## THE ADMIRAL LINE

Telephones 2477 &amp; 2478

5th Floor, Hotel Mansions

## SERVICE TO UNITED STATES.

NEW YORK and/or BOSTON  
Via PANAMA.

S.S. "CAPE MAY"

ABOUT SEPTEMBER 15TH.

S.S. "ELDENA"

ABOUT OCTOBER 15TH.

S.S. "CITY OF JOLIET"

ABOUT NOVEMBER 15TH.

For freight space and particulars apply to:-

BARBER STEAMSHIP LINES INC.,

## THE ADMIRAL LINE

AGENTS.

Telephones  
2477 & 24785th floor  
Hotel Mansions.

## THE ADMIRAL LINE

Freight Service to Europe.

Regular Service to

ANTWERP &amp; ROTTERDAM.

S.S. "EASTERLING"

ABOUT SEPTEMBER 15TH.

For freight space and particulars apply to:-

BARBER STEAMSHIP LINES INC.,

## THE ADMIRAL LINE

AGENTS.

Telephones  
2477 & 24785th floor  
Hotel Mansions.

## HONGKONG TO SAN FRANCISCO.

VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.  
"THE PATHWAY OF THE SUN."

STEAMERS.	TONS.	LEAVE HONGKONG.
PERSIA MARU	9,000	Sept. 17th.
KOREA MARU	30,000	Sept. 30th.
SIBERIA MARU	30,000	Oct. 13th.
TENYO MARU	22,000	Oct. 28th.
SHINYO MARU	22,000	Nov. 22nd.

## SOUTH AMERICAN LINE.

## HONGKONG TO VALPARAISO.

VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO,  
SAN PEDRO, SALINA CRUZ, BALBOA, CALLAO,  
MOLLEDO, ARICA & IQUIQUE.

THENCE BY TRANS-ANDAN ROUTE TO BUENOS AYRES.

STEAMERS.	TONS.	LEAVE HONGKONG.
SEIYO MARU	14,000	Nov. 9th.

For full information regarding passengers, freight, and sailings  
apply to:-

Y. TSUTSUMI, Manager.

King's Building. Tel. Nos. 2374 &amp; 2375.

Agents at Canton:  
Messrs. T. E. GRIFFITH, LTD.

## CHINA MAIL S.S. CO. LTD.

## FREIGHT AND PASSENGERS.

"NANKING" "NILE" "CHINA"

15,000 tons. 11,000 tons. 10,000 tons.

SAILINGS FROM HONGKONG FOR

## SAN FRANCISCO

VIA SHANGHAI, JAPAN PORTS &amp; HONOLULU.

"CHINA" "NANKING" "NILE"

Sept. 24th. Oct. 31st. Nov. 5th.

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.

C. T. SURRIDGE, Acting. Freight and Passenger Agent.  
Princo's Buildings. Ice House Street.Telephone, Passenger Dept. 1934.  
Telephones, Freight Dept. & Agent. 2161.

## STRUTHERS &amp; DIXON, INC.

Operating Far Eastern services on account of the  
UNITED STATES SHIPPING BOARD.

ALSO

COSMOPOLITAN SHIPPING Co. GREEN STAR LINE.

NEW YORK.

Operating Baltimore via Panama Service to the Far East.

## TO SINGAPORE.

"EASTERN CROWN" ... 14th September.

To SAN FRANCISCO DIRECT &amp; SEATTLE.

"DEUEL" ... 15th September.

"WEST HIMROD" ... 24th September.

To ROTTERDAM and NEW YORK.

"AQUARIUS" ... 18th September.

To CUBA.

"CHIPCHUNG" ... 29th September.

To SAN FRANCISCO DIRECT.

"ELKHORN" ... 30th September.

Through Bills of Lading issued to all U.S. and Canadian  
Overland Common Points.

HONGKONG OFFICE:-1st floor Powell's Building, 15, Des Voeux Rd., Tel. 2006.

## PRINCE LINE FAR EAST SERVICE.

For New York.

"CELTIC PRINCE" VIA PANAMA CANAL, on or about 10th Oct.

Steamers proceed VIA SUEZ CANAL OR PANAMA CANAL at  
Owners option.

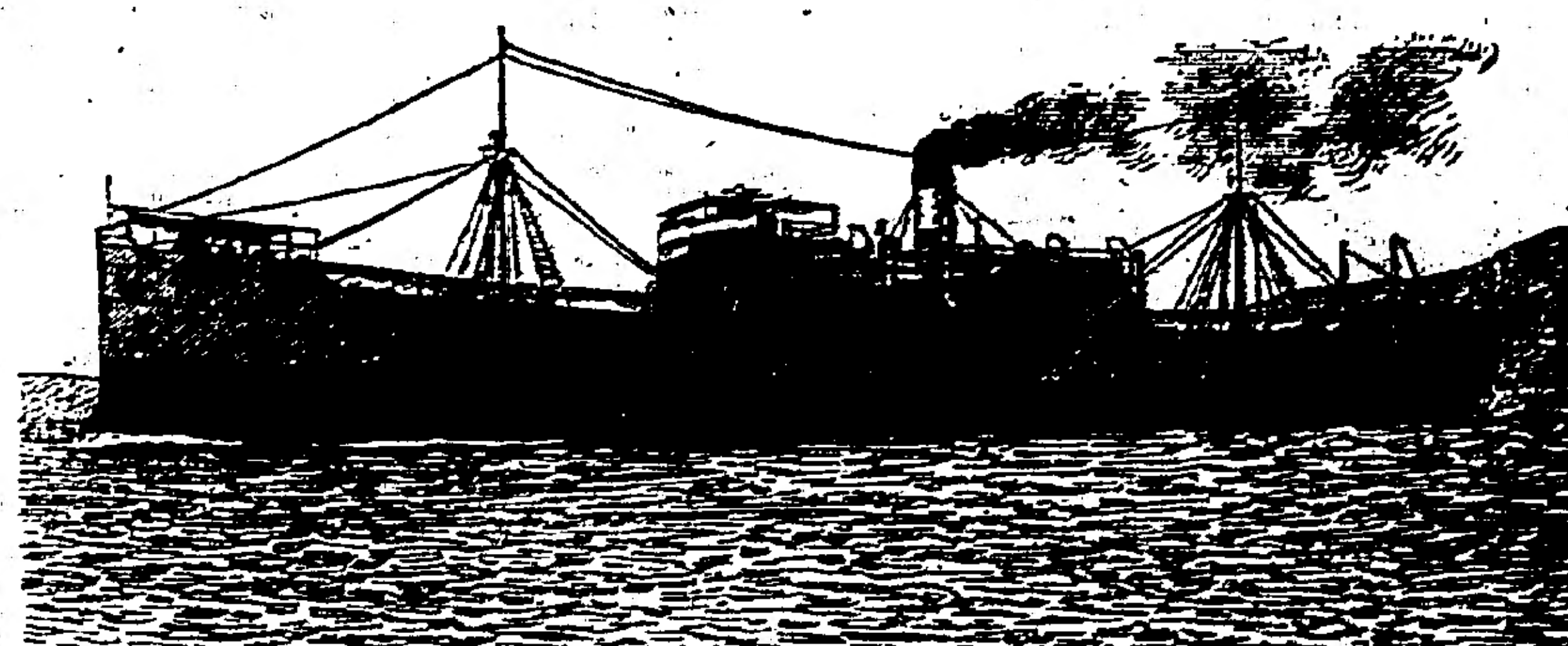
For freight and further particulars, apply to

SHEWAN TOMES &amp; CO.

Agents.

## THE HONGKONG &amp; WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS "MANIFESTO" HONGKONG

Codes Used: A1; A.B.C. Fifth Edition Engineering, First and Second Edition;  
Western Union and WatkinsDock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers.  
Iron and Brass Founders, Forge Masters, Electricians

S.S. "AMBATIELOS" (ex "WAR TROOPER") 8,240 tons D.W.; 5,195 ton gross

Built and engined by The Hongkong & Whampoa Dock Co., Ltd.  
to the order of the British Government.

Please Address Enquiries to the Chief Manager

R. M. DYER, S.S. "M.I.N.A." KOWLOON DOCK, HONGKONG.



Shipping to Europe, Australia, and other Ports.

**P. & O. - BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.**

(COMPANIES incorporated in ENGLAND)

STRAITS &amp; BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, AUSTRALIA, EAST &amp; SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND &amp; QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, ETC.

PENINSULAR &amp; ORIENTAL SAILINGS (South)

S.S.	Tons	From Hong-kong (about)	Destination
JEYPORE (cargo)	5,300	14th Sept.	M'ss. London & Antwerp.
DILWARA	5,400	17th Sept.	Spain, Colombo & B'way.
KHIVA	9,000	24th Sept.	M'ss. London & Antwerp.
NANKIN	6,900	8th Oct.	M'ss. London & Antwerp.

BRITISH INDIA-APCAR SAILINGS (South)

PANDA	7,000	24th Sept.	Calcutta via Singapore, Penang and Rangoon.
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EASTERN &amp; AUSTRALIAN SAILINGS (South)

KANOWNA	7,000	25th Sept.	Melbourne via Sandakan, Thursday Island, Cairns, Townsville, Brisbane and Sydney.
ST. ALBANS	4,500	6th Oct.	

Omits Sandakan; calls port Darwin.

SAILINGS TO SHANGHAI &amp; JAPAN.

ST. ALBANS	4,500	17th Sept.	Japan direct.
G. APCAR	4,500	19th Sept.	Shanghai & Japan.
TORILLA	5,200	21st Sept.	Shanghai & Japan.
KASHGAR	9,000	22nd Sept.	Shanghai & Japan.

WIRELESS ON ALL STEAMERS.

Parcels weighing not more than 25 lb. X 2 X 1 will be received at the Company's Office up to noon on the day previous to sailing.

For Passage Rates, Handbooks, Freight, etc., apply to

MACKINNON, MACKENZIE &amp; CO.

22, Des Voeux Road Central. Agents.

**N. Y. K.****NIPPON YUSEN KAISHA.**

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE &amp; VICTORIA via K'ung, Manila, S'hai &amp; Japan ports. Cargo to Overland Points U.S. in connection with Great Northern, Northern Pacific, and Chicago, Milwaukee &amp; St. Paul Railways.

KATORI MARU ... Thursday, 30th Sept., at 11 a.m.

TAJIMA MARU ... Friday, 1st Oct., at 11 a.m.

LONDON &amp; ANTWERP via Singapore, Penang, Colombo, Suez, Port Said &amp; Marseilles.

YOKOHAMA MARU ... Monday, 20th Sept., at noon.

TAMBA MARU ... Friday, 1st Oct., at noon.

MISHIMA MARU ... Friday, 15th Oct., at noon.

HAMBURG, LONDON &amp; ROTTERDAM via Suez.

DAKAR MARU ... Friday, 29th October.

MARSEILLES &amp; LIVERPOOL via S'pore, C'bo, Suez &amp; Port Said.

TOTTORI MARU ... Tuesday, 23rd September.

SYDNEY &amp; MELBOURNE via Manila, Zamboanga, Thursday Island, Townsville &amp; Brisbane.

TANGO MARU ... Wednesday, 22nd Sept., at 11 a.m.

NIKKO MARU ... Wednesday, 23rd Oct., at 11 a.m.

NEW YORK via Panama.

CALCUTTA MARU ... Sailing from Kobe 25th September.

SOUTH AMERICAN PORTS via Cape.

TOSA MARU ... Sailing from Singapore Beginning of October.

BOMBAY &amp; COLOMBO via Singapore.

TAIAN MARU ... Wednesday, 15th September.

YETOROFU MARU ... Beginning of October.

CALCUTTA &amp; RANGOON via Singapore &amp; Penang.

JAPAN PORTS—Nagasaki, Kobe &amp; Yokohama.

NIKKO MARU ... Saturday, 18th Sept., at 11 a.m.

AKI MARU ... Saturday, 16th Oct., at 11 a.m.

SHANGHAI, KOBE &amp; YOKOHAMA.

SADO MARU ... Friday, 17th Sept., at 11 a.m.

SHIN-I MARU ... Monday, 30th September.

KITANO MARU ... Thursday, 30th Sept., at 11 a.m.

For further information apply to—

NIPPON YUSEN KAISHA.

Telephone Nos. 292 &amp; 293. S. YASUDA, Manager.

**JAVA-CHINA-JAPAN LIJN.**

Regular Fortnightly Service between

JAVA, CHINA and JAPAN.

Steamer	From	Expected on or about	Will leave on or about	For
Tjibodas	Java	in port	20th Sept.	Shanghai.
Tjibeboet	Java	in port	17th Sept.	Java.
Tjimanoket	Java	20th Sept.	25th Sept.	Yokohama.

"The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia."

ALSO OPERATING

JAVA PACIFIC LIJN.

NEXT SAILING.

Steamer	From	Expected on or about	Will leave on or about	For
Tjibodas	Java	in port	18th Sept.	San Francisco.

Through Bills of Lading issued to U.S.A. and Canadian Overland Points.

For Freight and Passage apply to the

Java-China-Japan Lijn.

Telephone No. 1574. York Buildings.

Shipping to Europe, Australia, and other Ports.

**DODWELL & CO., LTD.****STEAMSHIP SERVICES.**

Regular Sailings to NEW YORK.

FOR NEW YORK &amp; BOSTON

via Suez or Panama canal at owner's option.

**S.S. "EGREMONT CASTLE"**

Sailing on or about 20th September.

VIA SUEZ.

**S.S. "MUNCASTER CASTLE"**

about middle November.

**LYDD TRIESTINO.**

FOR SHANGHAI &amp; YOKOHAMA.

S.S. "AFRICA" Sailing about 6th October.

BRINDISI, VENICE &amp; TRIESTE.

Taking cargo on through Bills of Lading for Levant, Black Sea and Danube Ports, via SINGAPORE, PENANG &amp; COLOMBO.

S.S. "HUNGARIA" Sailing on or about 3rd October.

S.S. "AFRICA" Sailing about 7th November.

Passengers Luggage can be insured at the office of the Agents

**NANYO YUSEN KAISHA LTD.**

(SOUTH SEA MAIL S.S. CO.)

Regular services between

JAPAN, HONGKONG &amp; JAVA.

For JAPAN, S.S. "RIJUN M." sailing on or about 14th Sept.

S.S. "HOKUTO M." sailing on or about 19th Oct.

S.S. "BORNEO M." sailing on or about 30th Oct.

For JAVA, S.S. "BORNEO M." sailing on or about 16th Sept.

S.S. "SAMARANG M." sailing on or about 10th Oct.

**BOGEAN TRANSPORT CO., LTD.**

(TAIYO KAIUN KAISHA)

Steamship services Trans-Pacific, also to Australia, Europe, etc.

**NATAL LINE OF STEAMERS.**

Taking cargo on through Bills of Lading for South African Ports, with transshipment at CALCUTTA, in conjunction with the Indo-China Steam Navigation Co. Ltd., and Apex Lines.

For Freight or Passage on any of the above Lines apply to—

DODWELL &amp; CO., LTD., Agents.

**AUSTRALIAN ORIENTAL LINE.**

HONGKONG TO PHILIPPINES &amp; AUSTRALIAN PORTS. SAILING (SUBJECT TO ALTERATION).

Steamer.	Arrives Hongkong from Australia	Leaves Hongkong for Australia.
CHANGSHA	25th Sept.	1st Oct.

This steamer is fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand and Tasmanian ports.

For Freight and Passage apply to

Butterfield &amp; Swire.

Telephone No. 35.

Agents.

**"ELLERMAN" LINE.**

(ELLERMAN &amp; BUCKNALL STEAMSHIP CO. LTD.)

JAPAN, CHINA &amp; STRAITS

TO

UNITED KINGDOM AND CONTINENT.

For	Steamer	Sailing
LONDON	"SWAZI"	18th Sept.

For particulars of sailings shippers are requested to approach the undersigned.

Subject to change without notice.

THE BANK LINE, LTD.,

or to REISS &amp; Co. Canton

General Agents.

**LOS ANGELES PACIFIC NAVIGATION CO.**

TRANS PACIFIC FREIGHT SERVICE.

Operating the following U.S. Shipping Board steamers.

HONGKONG.

TO

LOS ANGELES, CALIFORNIA, U. S. A.

Due Inwards	About	Sailing	About
S.S. VINIA	Oct. 10	S.S. VINIA	Oct. 18
S.S. WEST HIXTON	Nov. 1	S.S. WEST HIXTON	Nov. 4
S.S. WEST MONTOP	Dec. 1	S.S. WEST MONTOP	Dec. 4

Through Bills of Lading to all U.S. and CANADIAN OVERLAND POINTS. No transshipment en route. Shipside connection with the Salt Lake, Santa Fe and Southern Pacific Railroads.

HEAD OFFICES:

LOS ANGELES, CALIF.

BRANCH OFFICE:

KOBZ, SHANGHAI.

MANILA, SINGAPORE.

HONGKONG OFFICE:

Prince's Building, Charter Road.

Telephone No. 1062.

CHAS. E. RICHARDSON.

General Agent for South China.

**COASTAL SHIPPING.****INDO CHINA STEAM NAVIGATION CO., LTD.**

SAILINGS SUBJECT TO ALTERATION.

Destination	Steamer	Sailing
SHANGHAI	Esang	Wed., 15th Sept. at d'light.
HAIPHONG via Hoibow	Loksang	Wed., 15th Sept. at 8 a.m.
SHANGHAI via Swatow	Tungshing	Wed., 15th Sept. at noon.
MANILA	Wingsang	Wed., 15th Sept. at 2 p.m.
KOBE	Chaksang	Wed., 15th Sept. at 3 p.m.
STRAITS & Calcutta	Kumsang	Thur., 16th Sept. at 3 p.m.
MANILA	Loosang	Fri., 17th Sept. at 3 p.m.
TIENSIN	Chipsang	Tues., 21st Sept. at d'light.

CALCUTTA LINE.—This Line now affords regular sailings to Calcutta, Penang and Singapore; Returning from Calcutta steamers proceed via Straits and Hongkong to Japan occasionally calling at Shanghai.

SHANGHAI LINE.—Sailings approximately every five days between Canton and Shanghai, sometime calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued all to Northern and Yangtze Ports via Shanghai.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passengers accommodation, sailings from both ports every Friday.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at Hoibow when inducement offers.

BORNEO LINE.—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers.

Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawao and Lahad Datu.

TIENSIN LINE.—A regular service is run from March to Nov. between H'kong & Tientsin calling at Weihaiwei & Chefoo.

**CALCUTTA LINE.**

S.S. "KUMSANG" will be despatched on or about 16th Sept. at 3 p.m. for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to RANGOON, PORT SWETTENHAM &amp; MADRAS &amp; DUTCH EAST INDIES.

For Freight or Passage apply to—

JARDINE MATHESON &amp; CO., LTD.

General Managers.

Telephone No. 215.

**C. N. C.**

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers.	To Sail.
AMOY, SHAI & PUKOW	Sulyang	14th Sept. at 10 a.m.
SWATOW & SINGAPORE	Liangchow	14th Sept. at noon.
SWATOW & BANGKOK	Yunnan	14th Sept. at noon.
WEIHAIWEI, CHEFOO and TIENSIN	Huichow	15th Sept. at d'light.
NEWCHOWANG	Kansu	16th Sept. at d'light.
SHANGHAI	Sinkang	16th Sept. at noon.

SHANGHAI LINE.—PASSENGERS, MAILS AND CARGO. Excellent Saloon accommodation amidships. Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai (thrice weekly) and Tsingtau (weekly), taking Cargo on through Bills of Lading to all Yangtze, and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE.—Weekly service to and from B'kok via S'ow.

For Freight or Passage apply to

BUTTERFIELD &amp; SWIRE.

Telephone No. 35.

Hongkong Sept. 13, 1920.

**DOUGLAS STEAMSHIP CO., LTD.**

HONGKONG &amp; SOUTH CHINA COAST PORTS SERVICE.

Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers. Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

FOR SWATOW, AMOY AND FOOCOW AND RETURN.

(Occupying 9 to 10 days.)

Steamships. Captain Leaving.

Haiphong... W. C. Passmore... TUES, 14th Sept. at 2 p.m.

Haiphong... J. B. Thomson... FRI, 17th Sept. at 2 p.m.

Haiphong... A. H. Stewart... TUES, 21st Sept. at 2 p.m.

Arrivals and Departures from the Co.'s Wharf (near Blake Pier.)

For Freight and Passage, apply to

Douglas Lapraik &amp; Co.,

General Managers.

**PACIFIC SHIPPING.****NEW YORK DIRECT.**

Joint service of the

"BLUE FUNNEL" LINE

(Voss &amp; S. Co., Ltd., &amp; China Mutual S. M. Co., Ltd.)

**AMERICAN & MANCHURIAN LINE**

(Ellerman &amp; Bucknall S. S. Co., Ltd.)

Sailings from Hongkong.	via Suez	14th Sept.
"BIRMINGHAM CITY"	via Suez	30th Sept.
"AJAX"	via Suez	5th Oct.
"CITY OF DUNKER"	via Suez	

Call at Boston.

Steamers proceed via Suez Canal or Panama Canal at Owner's option.

Subject to change with out notice.

For Freight and Passage apply to

BUTTERFIELD &amp; SWIRE or THE BANK LINE, LD. HONGKONG.

HONGKONG &amp; CANTON REISS &amp; CO. CANTON.

**SHIPPING.****VESSELS ARRIVED.**

The s.s. HAIMUN from Pakhoi came into port on Saturday bringing with her 180 tons of general cargo and some mails.—Mooring C 13.

The s.s. HANOI (Lapique) came in from Haiphong with no cargo for Hongkong. She carried 147 bags and 42 baskets of mails.—Mooring C 46.

The Admiral Line s.s. WAWA-LONA arrived on Sunday from Portland, Oregon, with 250 tons general cargo for Hongkong, a quantity of through cargo and some U.S. mails.—Mooring B 24.

The Admiral Line s.s. BENONI arrived on Sunday from New York with 1,350 tons of through cargo.—Mooring 23.

A quantity of rubber, sugar, coffee and other cargo was brought into the Colony on Sunday by the arrival of the s.s. TJBODAS from Batavia.—Mooring D 7.

The s.s. KWAI SANG came into Port from Sourabaya with 2,800 tons of general cargo for Hongkong.—Mooring B 30.

The s.s. TUNG SHING, from Shanghai and Swatow, brought 445 tons of general cargo for Hongkong and 473 tons of through cargo.—Mooring West Point.

The s.s. CYCLOPS arrived from Shanghai on her homeward run, and brought to this port 20,000 mats. She also carries 5,000 tons of through cargo.—Mooring 21.

A quantity of general cargo, oil and gasoline was brought from New York via P'chow, by the s.s. MOORISH PRINCE which came into Port on Sunday. She is moored at the Standard Oil Wharf. Boisterous weather was encountered.

The s.s. HAIHONG from Foochow and Coast Ports brought 250 tons of general cargo and some mails.—Mooring Company's Wharf.

Several Japanese coaling steamers came into Port during the week-end with full cargoes from Keelung.

Forty-three bags of Australian mails and a quantity of general cargo and coal was brought into port by the s.s. HWAH PING which arrived from Australian ports on Sunday.—Mooring B 35.

**MOVEMENTS OF STEAMERS.**

The Dollar Line Company's s.s. MELVILLE DOLLAR, left Vancouver on August 12th and is due in Hongkong Sept. 15th.

The R. M. S. EMPRESS OF RUSSIA arrived at Yokohama on 3rd September, left there 4th September, and is due at Vancouver, B.C. on 13th September.

The N. Y. K. s.s. TAIAN M. (Bombay Line) left Moji for this port on the 9th Sept. and is expected here on the 14th Sept.

The s.s. CYCLOPS (Blue Funnel Line) left Shanghai on 9th inst. for Liverpool via Genoa, Marseilles and Hongkong. Vessel is due here on 12th inst. and will sail, as above, on 13th inst. at 3 p.m.

The s.s. ACHILLES (Blue Funnel Line) left Shanghai on 10th inst. for London, Amsterdam & Antwerp via Hongkong. Vessel is due here on 13th inst. and will sail, as above, on 14th inst.

The s.s. STENTOR (Blue Funnel Line) left Singapore on 10th inst. for Hongkong and is due here on 16th inst.

The N. Y. K. s.s. SADO M. (European Line) left Singapore for this port on the 10th Sept. and is expected here on the 15th September.

The N. Y. K. s.s. YOKOHAMA M. (European Line) left Kobe for this port via Moji and Shanghai on the 10th Sept. and is expected here on the 19th Sept.



## TO-DAY'S PICTURES.



RUSSIAN TRADE DELEGATION TO ENGLAND.

Left to right, back row: Loontz, Cherdynzev, Smernoo, Vaskresensky, Grosjean, Serezhnikov, Melchinko. Second row: Liberman, Klisko, Krassin, chairman, and Nogin. Sitting on floor are Miller and Gordin.



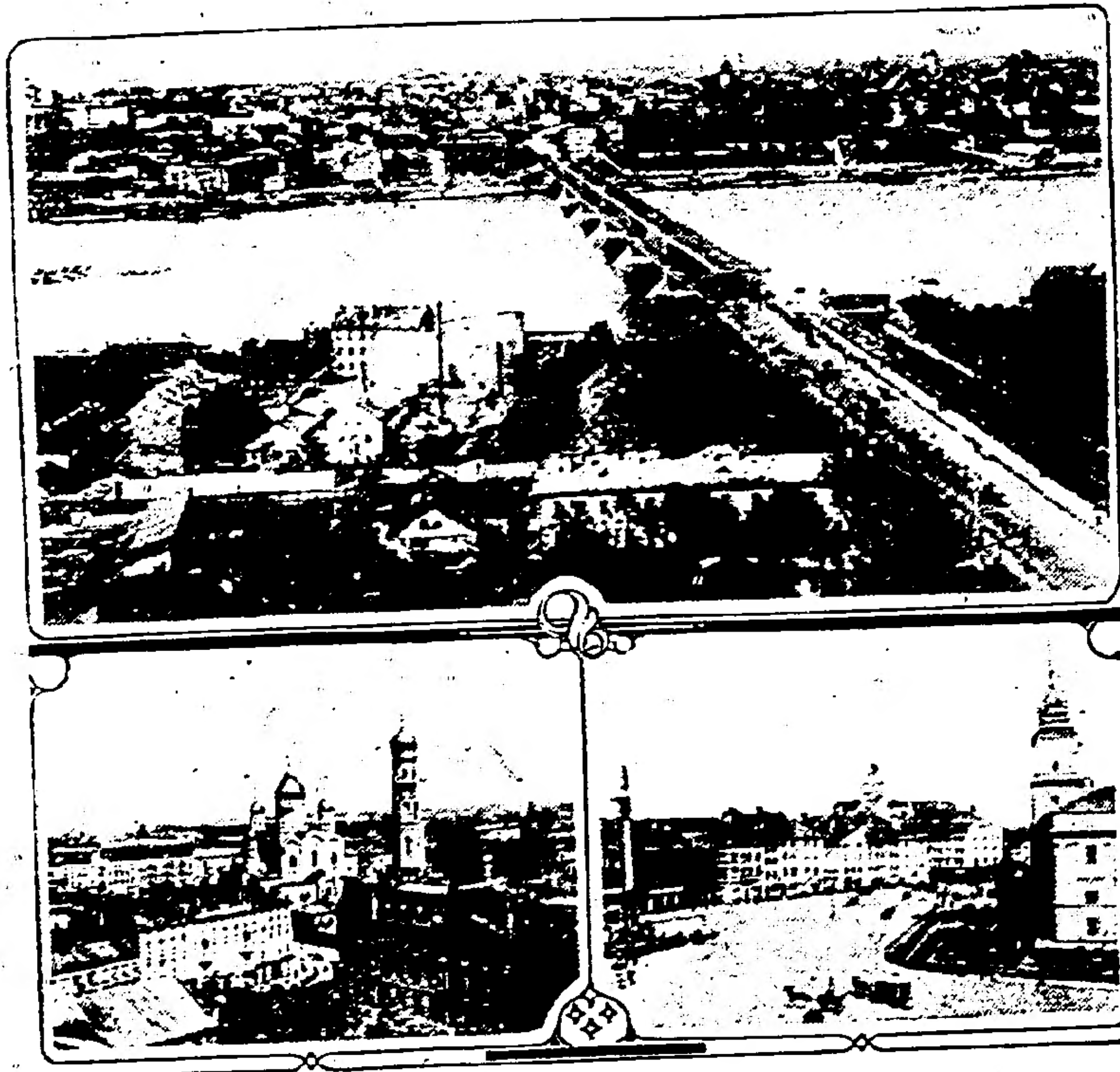
DUTCH BOLSHEVIK IN GERMANY.

Above is seen the Dutch Bolshevik agitator Schermerhorn addressing a gathering of workers in Germany.



MELEBA AS GRANDMOTHER.

Mme. Nellie Melba, the famous prima donna, is shown here in her most recent photograph, taken in London. With her are her daughter-in-law and her little grandchild.



WARSAW—THE POLISH CAPITAL.

Above: A general view showing the Alexander Nevsky bridge over the Vistula between Warsaw and Praga. Below: A panorama of Warsaw from the top of the Lutheran church (left) and King Sigismund's Square.



A LONG WALK.

Miss "Louise Glenn," said to be well known in San Francisco society, photographed on her arrival in Chicago on her walk from San Francisco to New York. The purpose of the trip "Miss Glenn" says is to win a wager of \$1,000. She is making the trip unaccompanied.

## DOINGS OF THE DUFFS.

It Happens On the Best Regulated Courses.

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